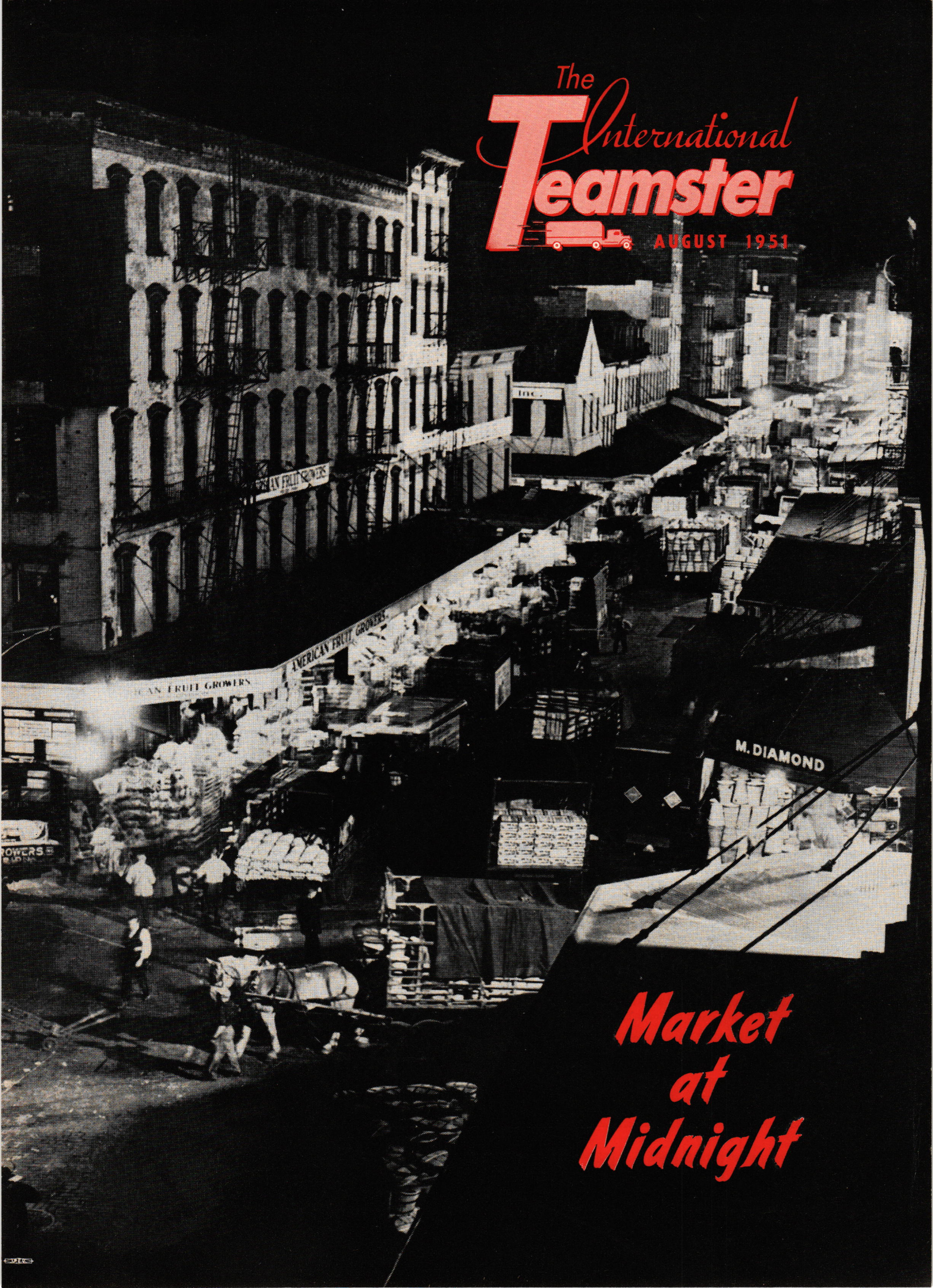
The International Teamster
AUGUST 1951



Market at Midnight

LET'S STRETCH OUR STEEL

...and Motor Transport is the means to use!



STEEL is the key item in our defense program. And, despite the tremendous tonnage margin we have over our potential enemies, it is still a very scarce commodity.

Public interest demands, therefore, that our steel supply be used with top efficiency—where every ton will add the most to our security.

Under these conditions, let's be sure that steel allocated for transportation is made available to the transportation agency producing the most transportation per ton—Motor Transport.

Statistics prove that every pound of steel used in the construction of trucks and trailers can produce *nine times more ton-miles of service* than if invested in vehicles for any other form of land transportation.

Because truck transportation can't be seriously hurt by sabotage and bombing, the nation will be most dependent on trucks and trailers in event of sudden attack. Let's invest our steel in the most enduring, most essential form of transportation in case of attack—Motor Transport.

In 1950, Motor Transport moved more tonnage than all other forms of land transportation combined—*three times as much!* If the trucks stop rolling for lack of equipment—all other forms of land transportation will bog down quickly.

Despite all this, the NPA Steel Division has yet to authorize a "DO" rating, a directive, or any other form of assistance, in obtaining materials for civilian production, to any Truck or Truck-Trailer manufacturer.

Let's stretch our steel—and other materials—by assigning them where they will provide the most security—in Motor Transport!

TRUCKS PROTECT AMERICA—Motor Transport is America's answer to the effects of bombing—*another weapon no other nation can match!* Here's a tough, flexible essential transportation system that no amount of bombing can put out of business—or even seriously disrupt. Let's keep *America strong* by keeping Motor Transport STRONG!

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TRUCKING INDUSTRY **National Defense Committee, Inc.**
DAVE BECK, CHAIRMAN

The International Teamster

DANIEL J. TOBIN • *Editor*
THOMAS E. FLYNN • *Assistant Editor*

Vol. 48 **AUGUST, 1951** **No. 8**

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The Cover

While the rest of the city sleeps, the big produce centers throb with activity. Vegetable-laden trucks rumble through the streets to deliver the fresh foods which, a few hours later, will fill housewives' shopping baskets.

The photographer who captured the full drama of the market's hustle and bustle in this month's cover photo stationed 18 assistants at strategic points along the streets and in the buildings and armed each of them with a flashgun and reflector. About midnight, when the market activity was at a peak, he motioned to another assistant who alerted the flashgun carriers. Then the photographer opened his camera shutter and fired his flash. That signaled the others and, with the shutter still open, he waited for the remaining lights to flash.

The result was an unusual picture, packed with human interest.

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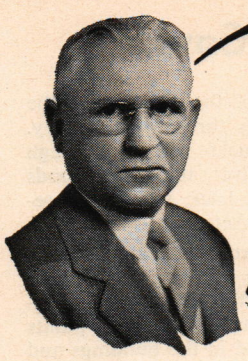
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Timely Remarks

by DANIEL J. TOBIN

The Bakery Drivers' Strike

I received the glad news of the Bakery Drivers of New York and New Jersey winning their strike and establishing a 40-hour week within five days as well as a substantial improvement in wages and other working conditions. I rejoice, and congratulate the members of those unions for the manner in which they conducted the strike. Yes, there were a few slight variations of the peaceful procedure expected. Only those who were out on strike or have been out on strike in the years past can understand the heart throbbings of the men on strike when they see others doing things that in their belief, rightfully or wrongfully, are injuring their strike or jeopardizing their chances of winning. I know because I have been on strike and I have also been a business agent and it almost destroyed my heart when I saw strike-breakers doing the work which I and my large family were dependent upon for existence. That is why I can sympathize with men and women on strike when they sometimes are charged with disturbances of the peace. Those strikers in New York and New Jersey, numbering 4,000, were a well-behaved class of citizens abiding by the law and dependent upon their only weapon, their labor movement, to win their strike. The International Union was behind those strikers 100 per cent. I sent men in there that I thought could be helpful from other districts. The General Executive Board unanimously approved the request for strike endorsement, pledging them unlimited support financially and otherwise, in accordance with our constitution and laws, as long as they were on strike. We could do nothing else. I wish we could but the strikers did not ask and they did not need any more help than we were willing to give them.

If ever there was unity in recent years within the confines of New York and New Jersey and there usually is unity, it was demonstrated in that strike.

I advised the representatives of other unions, especially the representatives of Truck Drivers Local Union No. 807, to see to it that the chain stores were not being supplied with three or four times the number of loaves of bread more than they received at any period for the 30 days prior to the strike. In other words, we took care that the chain stores were being dealt with justly but that we would not permit them to break the strike by increasing their manufacture and sale and distribution of bakery products, especially bread, four times more than they would on an average of 30 days prior to the strike. I believe Local 807 took care of this as did some of the other unions that might directly or indirectly have something to do with bakery products and manufacturing in and around New York and New Jersey.

I also cannot refrain from thinking that the bosses wanted a strike. The employers knew that they could not win. They were fully cognizant of the fact that the claims made by the strikers were justified, in accordance with present conditions. It may be, as happens very often, that the employers needed one cent or one and one-half cents more for bread and that this was their method of somewhat seriously inconveniencing the public by depriving the public of bread to get an increase in their products.

I have no objections to corporations with large investments obtaining a decent return on those investments. No man or number of men can be expected to invest money in something that does not bring a fair return on that investment but there are two or three kinds of investments. There is the investment where the banks make big loans where stock is doubled and quadrupled and where there are twice as many shares of stock being floated, most of it being given to the banks, as there should be on the market. In other words, there is over capitalization in many large industries and the public are mulcted out of millions of dollars each year by increased prices in order to pay the bankers and the other manipulators of the stock of these corporations substantial returns on a watered stock.

I want an honest return on an investment, otherwise you will discourage investment and you cannot drive business out of business but there should be some protection to the public against the watering of millions of shares of stock when there is nothing behind that stock except the gamble that some day prices can be increased to the public which will

bring a return on vaporized stock for which in many instances never a dollar in cash was paid.

I don't very often make the following statement: "Congratulations to the membership of our Bakery Drivers in New York and New Jersey for their splendid victory and for the manner in which, during the strike, unity, cooperation and good will prevailed."

They demonstrated once more the victory that can be achieved by unity, cooperation and by observing the laws of the International Union and that that International Union will always, with its funds and its advice and its counsel, stand behind the membership of our union in any craft anywhere within our jurisdiction that carries on within the laws that they themselves have made for us to carry out.

Progress in the Far West

In the last audit of our books we find to our great satisfaction that we have a little over 275,000 members in our union West of the Rocky Mountains. This is a great satisfaction to me.

When I first went to the West Coast we had less than 1,000 members in the entire western field within the International Union. It is worthy of note that there is not a man on strike amongst the several states embracing this large membership.

It has been a great victory for the intelligent, honest efforts put forth to organize those men. Too, in recent years we have practically doubled their wages and shortened their hours beyond my highest anticipation when first I went to the West Coast. One of the other great satisfactions, and the great cause of my rejoicing, is the fact that the employers in nearly all instances appreciate this organization and the men who represent and handle the affairs of the unions. As far as I can find out there is not a large industry that employs our membership that would change from our membership to a non-union condition such as obtained for years nor do those employers want any other union. They trust and respect the Teamsters.

The time was when the Red-controlled ILWU in San Francisco, led by Bridges, the leading and the most clever left-winger then and now, almost controlled the entire industry of the Bay District in Northern California embracing San Francisco, Oakland and adjacent cities. No one could stop him. He called a general strike which for four days paralyzed the shipping and all other branches of trade in San Francisco. The only thing that saved the business and the people of San Francisco at that time was the Teamsters Union which refused to participate in the general strike called by this man.

At any rate, to get back to where I started in this article, 275,000 dues-paying members in our International Union with the respect and confidence of all employers and with the splendid working conditions we have made for those members, is something to be satisfied with. But in addition to this we have harmony, we have a sense of understanding amongst our business agents and organizers and we have unity of action when necessary between the local unions. In other words, we have a real spirit of trade unionism prevailing amongst the membership, the local paid representatives and the general national organization representatives.

I hope and pray that this condition will not only continue in the western states but that this splendid spirit of trade unionism, good will, and elimination of jealousies and hatreds will spread to other sections of the nation. Yes, we have other districts almost as good as the West Coast but none of them are any greater in their efforts and in their respecting of the obligation they have taken to one another and in their pledges to be helpful to one another and in their full understanding of the fact that without the union to which they belong they would soon fade away and be destroyed and perhaps go back to a condition bordering on slavery from which, through the efforts of the Brotherhood of Teamsters, they have emancipated themselves.

Our Fine Southern Membership

I must not proceed without giving credit to the membership of our unions in the southern states. The Southern Conference of Teamsters, to my mind, deserves as much appreciation for the struggles they have undergone against the bitterness and hatreds of their employers as does any other Conference in our country. Most of our members do not know the bitterness, hatred, antagonisms, and vicious determination of the employers of the south to never give up slavery if it was humanly or inhumanly possible to preserve slavery, not only amongst the colored race but amongst the white race working with their hands and their heads in the southern states.

The progress made by our unions and our membership in the southern states, which membership exercised no discrimination against a man because of his color, his creed, his religion or his politics, is almost beyond the power of understanding for

anyone who has not handled the affairs of our International Union during the last 30 years.

I was in New Orleans once when we had a strike of the carriage drivers. In those days we had to have one union of colored men and one union of white men working at the same craft. It was strange to me in those days because in Boston where I held my membership as a truck driver, and where I still hold my membership, we had colored drivers who were as good a class of union men as was in our union. They attended our meetings and they stood for that which was decent and honorable and as drivers they were tops. Then you can understand my feeling in the south, believing as I did that discrimination against a man because of his religion or his color had been eliminated under the Constitution of the United States and by the victory of Lincoln.

In one small strike down there in New Orleans of colored carriage drivers, one of their members was killed by a hired, murdering strike-breaker and no one was prosecuted nor was there any attempt to apprehend the murderer.

I get my reports continuously from our southern states and we have what I consider as fine an exemplification of the brotherhood of man there as can be found in any part of the world.

The one thing we first insisted on as a condition of our agreements was that equal wages would be paid to all men and women doing the same work. In the dairies, in making our wage scales where there are a great many women employed—Republican, Democrat, or mild Socialist, whether they be white or some other color—their wages and working conditions must be the same. That is the reason that communism or radicalism or anything else that is un-American shall never take hold of the Brotherhood of Teamsters.

I could go on. I am not ignoring or forgetting the splendid work done by the eastern states. I was proud when I went to Philadelphia last year and saw the work of the Teamsters there, under the guidance of Eddie Crumbock. Certainly you would not be human if you did not have a sense of gratefulness to the Unseen Power that has given you the opportunity of living and witnessing this progress amongst a large membership who are citizens of the United States and Canada.

We have some misunderstandings amongst some of our local unions and our membership, generally arising from ignorance and jealousy. When it is considered that the average age of our membership is 33 years, it will be realized that the greater part of our membership were not even born when I first became President of this International Union in 1907. Those men never suffered or endured the hardships of near slavery, which were endured by the men who founded this Union. They are not to be blamed for not understanding that hatreds and jealousy, and refusal to understand the seriousness of membership in a union and their refusal or ignorance to understand the great problems confronting our organization now obtaining throughout the world, may embroil us in some awful catastrophe before many years are past. No, I do not blame those men for not understanding their duties as union men and their serious obligation as citizens of our great but at present our much endangered civilization in this country.

As Franklin Delano Roosevelt said, "There is nothing to fear but fear itself." In the labor movement there is nothing to fear except disunity, disagreements amongst ourselves, bitterness and jealousy against the officer who has been elected but whom you refuse to support and honor and respect. If any man is elected to office locally he can be removed after charges have been preferred against him and if he is found guilty the sentence goes into effect immediately after the decision is confirmed by the joint council, if one exists in the district. If the decision is disapproved by the joint council or set aside, then the individual remains in office but there is sometimes a more just way of dispensing with the service of an unsatisfactory local or national official and that is by the secret ballot box which is the greatest sample of democracy ever instituted in this or any other country. Certainly men are human and the fact that one out of 5,000 elected officers may make a mistake is no reason why loyalty and justice and fair play and confidence and cooperation should not prevail to support the other officers of the union. Besides, that is the law that has been made by the membership by unanimous action and the General President is compelled to enforce that law whether he likes it or not when the question, through proper channels provided for in the law, shall be brought to his attention and to the attention of the General Executive Board.

If you want to destroy yourself, and I am now speaking to all the men and women of labor in all organizations, then start in by creating dissension and disunity within your own union, which your enemies and mine will rejoice at. You will be ac-

complishing what they could not do, namely, destroy yourselves.

Money-Hauling Is Dangerous

The members of our union working on a money-hauling truck in Chicago, who in self-defense shot two of four hold-up men, deserve a medal of honor from the Federal Government. They were picking up the money in a unionized dairy when the hold-up men, with phony dairy employees smocks covering them, attacked. The driver was hit on the head with the butt end of a gun that failed to operate. That saved his life.

There are entirely too many stick-ups of union truck drivers. In the days of bootlegging it was nothing unusual to have a truckload of whiskey hijacked by a rival mob of bootleggers. In most instances the law enforcement authorities closed their eyes. Hijacking was a condition that they claimed they could not prevent. It was one gang of law breakers against the other. There was no great urge for the mob tackling the trucks hauling the money from small banks to safe deposits in other banks or from manufacturing institutions who collect large amounts of money during the day, or from chain stores. That is a Federal offense and should be so recognized. Money handling is interstate.

In addition to this, money-hauling corporations like Brinks, in my judgment, don't pay sufficient money to drivers and helpers who risk their lives and who have to carry guns beside them on their trucks. It is said that the banks and other large institutions that have money moved by these concerns, cannot afford to pay too much. Is not this a strange state of affairs? They can afford to have their money stolen and perhaps some of their employees killed and murdered but they cannot afford to pay a wage commensurate with the dangers of the drivers. They employ the best and most trustworthy men for this service. Most of those men are ex-service men who have been taught and trained to kill in order not to be killed.

There are several other branches of the teaming business that employ our membership where the risk is almost as dangerous but you don't see or find any glorification for those kind of men. Why? Just because they are union men. But our leaders, our membership, the labor movement at large, must, down in their hearts, appreciate the service rendered by the membership referred to above, which constitutes a substantial part of the total membership of the Brotherhood of Teamsters.

On Large Labor Salaries

I have been reading in the papers recently of large increases in salaries made and accepted by several labor officials. I wonder where we are going. Some years ago we condemned large corporations for starving their workers and giving their chief executives enormous salaries, which salaries were taken, and I might say stolen, from the blood and sweat of the toilers in their employment. When I read about labor men getting $100,000 a year, I am just wondering if the men of labor are not losing their self-respect. I know that when salaries are raised up to anything like $100,000 a year for the President of an International Union, that it is a mark or a token of appreciation by the membership for the service he had rendered. However, no labor man that I know of, including this writer, can decently spend anything like $100,000 a year.

I received an increase in salary about 10 years ago to $30,000 per year. Even this salary is more than I need and much more, I believe, than I should receive. In the last convention of the International Brotherhood I refused to be a candidate for office if they increased my salary from $30,000 to $50,000 per year. What could I do with the money? Yes, I could leave it to my children or my grandchildren but I feel they are better men and women to work their own way through life.

I gave them all a college education and paid for it out of a very small salary. I felt that that was my duty to them. It was an education that I myself did not receive and could not afford. All of them, including one who is a graduate of Massachusetts Institute of Technology and another who is a graduate of Harvard, say that they will never do any better than I have done in Life's Service. Of course, I don't believe this because I think it is said in my presence as a kind of an honor to their father and grandfather. I am ashamed that labor men believe they are big men because their membership in convention, or otherwise, raise their salary to the same amount that was received by the multi-millionaires whom we have been denouncing for years.

I believe in decent salaries for service rendered but I don't believe that we should follow the millionaire class who have been cheating us in all the years that are past.

Out of my salary I pay in State and Federal taxes one-half of the amount I receive. Even then I have enough left to live decently and honorably

and to maintain the dignity of my position. Yes, I have made some losing investments with my own money. I also have made some good investments that have brought me double the amount invested. That was my private business. I had the right to invest my own savings in any way I desired. I lost and I won in honest investments. I have never in my many, many years in handling the funds of the International Union lost one dollar of the International's money in any kind of a risky investment or in any other way. Our International Union has entrusted me with the care and disposition of millions of dollars during my service as general president. I have the right to do as I please with my own honestly derived or earned money, but I have no right and I never have committed that sin of gambling the funds of the International Union. This goes for the union officials of our large membership. Watch your local union funds. They are not yours.

The moneys of the International Union are placed in my charge and keeping, under the direction of the General Executive Board, and it is my solemn and binding obligation to guard and protect those funds. I think I have done so because we have today a substantial treasury, most of it invested in government bonds and we are carrying on with the monthly contributions (which is the lowest of any International Union that I know of in our country) of one cent a day per member or 30 cents per month. For this we render innumerable services. I deserve no credit for this because as I have stated above I have been paid what I consider a just and honest salary for this and other responsibilities.

When Andrew Carnegie and his assistant, Mr. Schwab, both of them now passed away, received a salary of $50,000 and $100,000 a year, the labor men of this country denounced it as robbery. Oh, yes, I know that when you balance the salaries and spread it over a period of 15 or 20 or 40 years that the total resulting from the division or spreading is not a great deal. For instance, I worked for many years for $1,800 per year but in those days that amount of money was equal to three times the same amount at the present time but I contracted and agreed to go to work for that amount. Back of the salary was the privilege of helping the thousands of members who were somewhat dependent upon me for guidance in their struggles against long hours and starvation wages. The point I am trying to make is that there is more in the labor movement for an official of labor than dollars and cents. Of course, I know that many labor men could receive perhaps larger salaries by going to work for the railroads, the mine owners, the trucking corporations of America or for several other large industries but that kind of salary would be a purchasing price for the labor official which would be another way of taking him away from the men who made him what he is now.

I suppose if I were to figure my salary since my election that my yearly earnings would amount to not more than $5,000 or $6,000 a year but that would be an unfair and an unjust way to excuse myself for bringing home a pot full of money. Yes, you can also state as an excuse that we have the moral obligation to take care of those dependent upon us. I fully agree with that but it should be only with those in our families who are unable to work; not to take care of our sons and our daughters and our grandchildren who should be trained and made to work their own way in life.

Money does not make the man and the privilege of serving your fellow man who has selected you as his representative is greater in the end when that dark hour of leaving this life confronts you than all the money you can leave behind. There is an honor in being the representative of a large group of working men which money cannot replace either locally or nationally. There is a self-satisfaction at heart when you come home at night in knowing that you have served, with all the power there is in you, the people, the individuals and their families who have placed their trust in your charge and keeping.

Of course, I know that the average labor man works harder and does more good than the average head of a corporation or a bank but again I repeat, we, all of us, who are in responsible labor positions came from the rank and file, came from the bottom to the top. We have denounced the wealthy thieves who, within their laws and rules, were able to become millionaires by cheating employees. Then why should we ourselves sell out, even though it is permitted under our laws.

Money does not make the man. Man makes the money but that money belongs to the people, the individuals who placed him in charge of their affairs. When that dark hour comes, as it will come, when we are about to leave this existence, all the money in the world is no good to us. The senior J. P. Morgan, many years ago dying of cancer in Rome, Italy, it is said, offered five million dollars to any doctor or surgeon that could prolong

his life for five years or for one year. No surgery, no doctor, no man was able to fulfill the request. His time had come, his days were numbered to the shortest span, the handwriting was on the wall and money that he had earned and stored away, supposedly in the vicinity of 100 million dollars, could not prolong his life.

I would rather leave behind me an honest name and the feeling that I have done the best I could for those who placed their trust in me, than leave behind me a million dollars. Only the good that men do shall live after they are gone.

I believe in decent salaries, commensurate with the obligation that labor officials have to undergo and fulfill but I don't believe that we need $100,000 a year salary and unlimited expenses for the services we render.

I make the above statement without any personal feeling of jealousy or hatred or envy of any kind. I regard as one of my greatest payments in the labor movement the friends I have made in labor. Without friends it is a bleak world.

'Thanks for the Thoroughfare'



The International Teamster

Division Is Great Curse

The greatest curse confronting labor today is the division within its ranks. Oh yes, we hear the newspaper writers say a conference was held by the representatives of labor embracing a membership of 12 or 14 million and they decided so and so. To me, 90 per cent of this means nothing, because as soon as they leave the conference they are determined to go out and destroy each other if they can with their organizations on both sides going in and trying to grab off the membership of the other side even where signed contractural relations prevail. Under the foolish Taft-Hartley law, if they get 51 per cent of the individuals working at any particular craft, they can apply for recognition. It does not make much difference how they get the signatures. The National Labor Relations Board will order an election and through every kind of manipulation both sides try to get the votes for themselves. This is as strictly a non-union precedent as possibly could prevail. I have no right to go into a steel mill and try to steal the membership away because some radical in that mill is anxious to get the job as business agent and promises me support. Yes, certainly, if a whole union or a large part of it votes to affiliate with us without any false promises made by us we will admit them to our union and that goes for the other side but the fundamental cause of the weakness of labor today before the tribunals in Washington is the division within labor itself.

I repeat in closing this statement that labor is less influential now before government tribunals than it has ever been since the days of McKinley in 1896, when wealth and brutal capitalism con-

trolled the institutions of government, including the United States Supreme Court.

If you can prove to me that I am wrong I will graciously and willingly admit my error, but I have lived through all this and I am fearful of where we are going unless we bring about determined militant unity amongst the working men and women of America.

Only the good men do lives after them. The greatest good real Labor men can do now is to bring Labor together before it is too late. The time is here now. Forget yourselves. Never mind your own job. I oppose the split in Labor. The courses of future working men and women will be on the men of Labor today, if they fail for any reason to bring Labor into one great, all-powerful organization and thereby stop our enemies from destroying us and the Political Bosses whom we made from laughing at us. The Teamsters want nothing but are ready and willing to make any sacrifices within reason to bring about one organization of labor within the union membership of the Nation, so that we may save Labor from destroying itself by its many divisions. The men who can do and I hope will do it will go down in future history loved, honored and respected.

Taft—Probable Nominee

As it looks at this writing, Senator Taft will be the nominee of the Republican Party in the Republican convention which will be held next June in the City of Chicago and Harry Truman will be the candidate of the Democratic Party. I make this statement as conditions appear at this writing in July 1951. Why do I make this statement? Taft is now the outstanding leader of the Republicans not only in the United States Senate but throughout the nation. He is cool-headed, determined, ambitious to step in the footsteps of his father. His victory in the State of Ohio a year ago of sweeping his Democratic opponent from politics in that State has enlarged him in the eyes of the masses of those who only look at the surface. Outside of Taft's antagonism to labor he is an honorable man. If Senator Taft gives you his word or promise, and he is careful about giving his word or promise to labor, he will keep that word or that promise. There are very few men in the United States Senate that have that kind of a background.

Taft will never, in the Republican convention, allow the Taft-Hartley Bill to be repealed. It has made him too great a man in the eyes of the masses of the people outside of Labor. It is true that he will stand for and perhaps put into law certain amendments to the Taft-Hartley Law which could be helpful to both capital and labor. Most of the Taft-Hartley Law means nothing. Strikes have not been prevented. Discontent is prevailing now as much as it did before the enactment of the Taft-Hartley Law. Yes, it has done this—it has penalized and persecuted the labor unions of our country by continued court proceedings. In many instances we are drawn into court on flimsy excuses. The employers win here and there and they take a little satisfaction out of that proceeding but it also costs the employers plenty of money to prosecute labor unions under the Taft-Hartley Law. As someone has said, the Taft-Hartley Law is a "Garden of Eden," "a sugar bowl filled with cream and honey," for the legal fraternity of the nation.

Of course, Senator Taft is a lawyer, has a law firm and is rated in his respective practice as a very able man on the corporation side. He and his partners believed in large corporations, but Senator Taft or the Republicans should not be carried away with the fact that because they swept Ohio by two to one, Taft can sweep the nation. In the first place, the Democrats had the very weakest kind of a candidate they could have had in Ohio. In the next place the Democrats in Ohio were not united. The Democratic Mayor of the largest city in the State was lukewarm to say the least and had practically endorsed Senator Taft in a round-about manner but above and beyond all that, the surest answer to the fact of Taft's victory is that the masses of the working people of Ohio lost faith in both candidates and did not go to the polls. Oh yes, I know in all we cast a very large vote in Ohio in that election. That is not the answer. The enemies of labor, including the agricultural districts, went to the polls. The friends of labor and labor itself refused to vote. They lost heart. They were discouraged at the manner in which they had been double-crossed in Washington.

Don't tell me that the State of Ohio won't go for the right kind of candidate on the side of labor in the election. I handled and had charge of the labor end of the campaign for Franklin D. Roosevelt in four general elections and I know that Ohio will vote for the right kind of friend of labor, no matter whether he is a Democrat or a Republican. The Democratic platform pledged itself to repeal the Taft-Hartley Law. The Democrats have a majority in the Senate and in the House of Representa-

tives. What have they done? Nothing. Not long ago they decided to cut out all discussion of the Taft-Hartley Law insofar as its repeal is involved. They have strangled the Labor Department. I repeat that labor is in a dangerous, pitiful condition and all the promises of platforms in the next convention of the Democratic Party will amount to nothing while we have several United States Senators elected on the Democratic ticket and pledged to carry out the platform which they drafted in Philadelphia in 1948. While we have this bunch of Senators that forget the platform and vote for the dyed-in-the-wool, labor-hating Republicans, then you really and truly have no party to which you can give your absolute support and allegiance. You cannot have any confidence in the fact that your candidates can win. If they win they are no good to labor.

I know nearly every Senator there is in Washington. I have dealt with them for years and I know we have outstanding No. 1 men that stick to their guns in behalf of labor in the United States Senate but they are vastly in the minority and their influence is nil so that from all appearances at this writing Taft will be the nominee of the Republican Party and he is very liable to win unless we can arouse the masses of the working people who are the Democratic backbone. Unless we can arouse them, the Democratic Party will go down in defeat.

Eisenhower as a Candidate

General Eisenhower, in my judgment, will not be a candidate for the Republican or Democratic nomination for President next year. With either nomination it is my very seriously considered analysis that Eisenhower would sweep the country. Whether or not he would make a good President is another question. Military men that have held the office of President of the United States in the years past have not been anything like what we might consider sound business-like, careful, safe heads of the Government. A military man is trained almost from his boyhood in military affairs. Very few of them know anything about the business world, the legal world, the trickery and strategy of diplomacy. They are trained to observe and obey orders of their superiors and to give orders to all those who rank below them. That is their fundamental doctrine and training and to be President of the United States you not only must be able to give orders and to carry them out but you must be able to know where you are going before you issue those orders and you must be able to sit down sometimes with your subordinates and go over a delicate, ticklish situation dealing with our own country or some other country and have a mind of resiliency in order to function with the best interest of the 155 million human souls within the confines of the United States. A military man is not able to do this. At least we have not had one here that has been able to do this in civil life and Eisenhower would risk all the great honors that have come to him.

I say he would jeopardize all these honors if he failed to be elected. So, that leaves the field open to Taft. Governor Dewey would have made a great President if he had been elected. The Republican machinery really threw the job out the window. They sat down in idleness and in cock-sureness on the last lap of the race. They were sure they had it in the bag and they did have it in the bag and that certainty defeated them. Now Dewey is out of the race; he has been defeated twice; he has no use for Taft but like a good soldier he will go along with the Republican nominee if Taft is the nominee. Whether he will give his every effort in all sincerity to that campaign, no matter how much he promises, is another question. New York is a Republican State outside of the City of New York but Roosevelt carried New York four times and he could do it today if he were alive but whether some other Democrat can carry that state without the sincere support and effort of labor is also another question.

Next month I will write on the question of why Harry Truman, in my opinion, will be the candidate in 1952 of the Democratic Party.

Quality vs. Quantity

I have repeatedly advised you in the columns of the JOURNAL to be careful whom you admit to membership. There are numbers of scavengers who are not members in our union now trying to come in. Quality in membership is what counts and not quantity. Our organization has a low per capita tax and some organizations and some members and some who contemplate becoming members of the trade union movement like to get in the cheap organization but especially are they attracted by the power and solidarity and progress as well as the public standing of the International Brotherhood of Teamsters. Today it is an honor to be a member of the Teamsters Union because it is respected by even those who employ us and who down in their

hearts would like to get rid of all unions. This group is small and getting smaller year by year.

Some unions blunder. They are entitled to their percentage of mistakes. Labor unions are human institutions. We have blundered and made mistakes in our early days but we have paid for our education and today we conduct our affairs as nearly as it is humanly possible, first, for the protection and advancement of our membership and second, to see that justice is done to our employers when we have signed contracts with those employers. So, don't run out begging people to come to us that are not directly and honestly under our jurisdiction. I repeat, don't rush after them and don't raid any other union to take this class of people into the Teamsters Union. If you do the day will come when you will regret your action and above and beyond all there should not be admitted into our union any individual who has been thrown out of another affiliated Federation of Labor organization.

Don't be too anxious to fight continuously over some questionable jurisdiction. With the revolution in industry it is only natural that the representatives of labor should disagree but we in labor also should have brains enough and strategy and diplomacy sufficient to be able to sit down with the other fellow who tries to represent his union as you do yours and endeavor to adjust our misunderstandings, especially on jurisdiction.

You representatives of labor should get the thought into your heads that other men in other days will follow in your footsteps and take your place. That is as sure as the rising and setting of the sun. Life is not what you can get out of it; life is what you make it and I have found in traveling the road of life that the friendship of men with whom I do business and whom I meet in my every day life is worth more than a slight advantage over a few members when to obtain those few members I had to strain every point imaginable to get them and to hold them. In many instances those individuals proved to be a liability instead of an asset.

Make this SHOP SIGN



Your STOP SIGN

To end where I began, quantity is not always the answer; numbers do not always make an organization strong; quality—the real kind of men that make real trade unionists—that is the answer and if you live long enough in this game you will find out, maybe unfortunately when it is too late, that quality counts better than quantity.

Increase in Membership

The membership of the International Union has increased so fast within the past six months that sometimes we are compelled to delay the issuing of charters. The demand is so great that our office help cannot keep up with the calls for charters. We trust that our people applying for charters will have patience with us. We are just as anxious to keep up with their requests as they are to have their requests granted.

The largest membership we have ever received in all our history was received last month throughout the nation; the greatest increase came from Illinois and vicinity; the next largest in new membership came from the West Coast.

Some of the new members, knowing little of our history and progress, desire to tip the world over in three months after joining. That cannot possibly be done. It has taken fifty years of the lives of hundreds of our people to get to where we are. Our work is on the up-grade; our members are improving their conditions from day to day—but only time and patience can bring about the still greater betterment of wages and working conditions.

When, and if, a member is dissatisfied with what his Union is doing he has the right to withdraw from membership. But he should understand that in driving a truck in Chicago, Seattle, Cleveland, New York, or in any other large city, only the button of the membership of the International Teamster is recognized by the men engaged in our work throughout the large cities of the Nation. So, if you are not satisfied you can withdraw, but I doubt that you will find the cooperation, helpfulness and brotherly spirit prevailing in your favor when you reach other cities, or even in your own city.

Members should also be aware that there are some secret serpents which, like small snakes, poison our new members in order to create discontent. Most of these reptiles are encouraged by Communistic advocates, for the International Brotherhood of Teamsters has, from its inception, despised and kept them out of membership.

Employers, as well as union officials, beware of the reptiles!

FREE LABOR Maps Positive Program of Action



THE world battle against Communism was highlighted in Milan when delegates to the Second World Congress of the International Confederation of Free Trade Unions launched a program of aggressive action against the totalitarian menace. Nearly 200 delegates, including advisers, met at the Palazzo del Ghiaccio, a large sports palace, to review the progress and problems of the free trade unions throughout the world, July 4-12.

The North American delegation included representatives of the American Federation of Labor, the Congress of Industrial Organizations, the Trades & Labor Congress of Canada and the Canadian Congress of Labor. Matthew Woll was chief of the AFL delegation.

The ICFTU was formed in December, 1949 in London and the general aims and plans of the organization were described in THE INTERNATIONAL TEAMSTER in the January, 1950 issue.

Forty-four Nations

The delegates at Milan represented 44 countries and more than 48,000,000 workers. The eight-day conference of the ICFTU was tightly packed with proposals, debates, and formal actions covering a wide range of subjects—totalitarianism, social and economic advance, labor education, regional organization.

Resolution No. 1 adopted by the Congress came following extensive floor debate and the presentation by Delegate Woll of an extensive statement by George Meany of the AFL on "The Aims of Free Trade Unionism and its Struggle Against the Totalitarian Menace." Meany said that "there can be no democracy without free trade unionism" and "no free trade unions without democracy." He pointed out that trade unions are the primary targets of the dictators and that "the free trade unions should everywhere be first and foremost in rejecting, resisting and defeating all totalitarian infiltration, machination and subversion."

Tales of Aggression

The Congress heard many eyewitnesses of totalitarian aggression including the chief delegate from Korea, Chun Chin Han, head of the Federation of Korean Trade Unions and Wang Chung, a trade unionist who had just escaped from behind the Iron Curtain. He told of his difficulties in China and described the decline of the workers' welfare and wages. He forecast increasing resistance to the Red regime and said, "Hundreds of thousands of Chinese workers, bitterly disillusioned by these experiences, have now joined the resistance movement. The day is not far distant when the Chinese Iron Curtain will be smashed, and 5,000,000 workers now under the yoke of Russian imperialism will join the mighty movement for Bread, Peace and Freedom under the leadership of the International Confederation of Free Trade Unions."

Realizing that being against Communism and totalitarianism is not sufficient in a world of rapidly changing conditions, the delegates made comprehensive recommendations in the economic and social field. These covered a variety of topics which had been embodied in the more than 50 resolutions submitted to the Congress. Among these resolutions were the following general subjects:

ILO Indorsement

—endorsement of better support for the International Labor Organization;

—an appeal for better attention to the plight of refugees;

—endorsement of economic integration in Western Europe;

—recognition of the migration problem and appeals for greater acceptance of migrants by various nations;

—appeals for strengthening the fight for peace and freedom with an endorsement of early peace treaties for Japan, Germany and Austria;

—a recognition of the need for nations to gear their policies to provide for full employment;

—economic and social effects of rearmament with an appeal to fight inflation and declining purchasing power of the workers;

—an appeal to continue the fight throughout the world for improved social rights;

—recognition of the many problems and needs incident to the economic development of present underdeveloped areas;

—improved cooperation with the educational work of the United Nations Educational, Scientific, and Cultural Organization.

Proposals of significant importance in the field of world free trade union education were embodied in a program described by some delegates as among the greatest achievements of the entire conference. Under this program all media of information will be used—pamphlets, radio, visual aids, speakers, correspondence courses, handbooks, and study guides. The present education program of the ICFTU will be greatly strengthened and the Western Europe labor education work will be coordinated and steps will be taken to improve labor education in Africa, Latin-America and Asia.

New Material Studied

The problem of establishing two regional labor education institutes or colleges will be explored for location in the Asiatic area and attention to scholarships and the preparation of new material will be given by the ICFTU.

Substantial progress was announced by General Secretary J. H. Oldenbroek in regional organization and the Congress further implemented this program by urging greater action in the regional field. The ICFTU in the past 18 months has established centers in Europe, Latin-America and Asia and new offices will be set up in the next year or two.

On the closing day of the conference the delegates endorsed a telegraphic reply by the ICFTU to the Soviet-dominated World Federation of Trade Unions which had

(Continued on page 32)



Just before ICFTU congress convened in Milan, the International Labor Conference met in Geneva, Switzerland. Shown at that meeting, left to right, are: Leon Jouhaux of France, John T. O'Brien, Teamsters' vice president, who was adviser to American Delegate George P. Delaney, and Paul Finet of Belgium.



Delegates representing 44 countries and 48,000,000 workers meet in ICFTU's congress sessions held in vast sports palace.

A Labor Sunday Message

(Approved by the General Board of The National Council of the Churches of Christ in the United States of America and issued through the Department of the Church and Economic Life.)

MEN serve God when they strive for brotherhood, freedom, and justice. It is our Christian conviction that useful work is also a means of serving God. Therefore, it is the Christian's responsibility to understand the conditions under which men work, to see that work is made meaningful, and that it brings a just reward.

In this spirit the National Council of the Churches of Christ in the United States of America issues this Labor Sunday Message in honor of all workers both within and outside the churches.

Christian responsibility calls us to action

—wherever, in the midst of the plenty which multitudes today enjoy, there are families who still taste the bitterness of daily poverty;

—wherever those who labor in the fields as migrants, whether from within or without our borders, work without respect accorded to their human dignity, without a basis for security, or without a place in the community;

—wherever the aged or disabled who depend on savings or pensions, or others who depend on small, fixed incomes suffer increasing hardships due to the rising cost of living;

—wherever men are denied fair employment opportunities.

Record of Achievement

Through the years labor unions have fought for justice often against enormous odds and often with little means except devotion and courage. Theirs has been a record of achievement in the cause of humanity in which the churches are proud to have had a share. Today our industrial life is much improved through united effort, and much of the bitterness of the past has been forgotten.

It is encouraging that progress is being made toward bridging the divisions within the ranks of labor. Labor's recognition of those moral values which provide national as well as personal security is demonstrated by its share in the struggle against racketeers and against those who would destroy democratic principles and institutions.

But another kind of vigilance is also called for in these days of great organizational accomplishment. The vital spirit that gives life and meaning to trade unionism must not be lost. In a unique way the labor movement gathers up the aspirations of multitudes of people. It is not enough that millions of workers are union members and that their dues are paid regularly. It is not enough that wages are fairer, working conditions improved, and security against the hazards of sickness or old age more certain. It is not enough even that the labor movement has grown to large stature as an influence in community and national life. Although these are welcome achievements for which trade unions deserve great credit, they are not enough. For man does not live by bread alone.

Responsibility for Brotherhood

We are all challenged today in the name of God to reject complacency. Power in itself is no measure of enduring greatness. Because of its significance to millions of workers and its place in the community the labor movement cannot escape responsibility for the social consequences of the use of its power. For that power offers enormous continuing opportunity for good—for taking dynamic leadership in working toward that brotherhood to which the Christian gospel calls us, for breaking down the walls between races, classes, and nations, and for creating a world in which all men can live as brothers. Such brotherhood is nurtured in those unions where the rights of members to speak freely and fully are protected and encouraged. It grows stronger with every victory in union or shop over prejudice, bigotry, and factionalism.

The responsibility of labor for brotherhood extends—and is widely accepted—beyond its own confines. Labor, along with other segments of our society, should share fully in the crucial role America must play in world affairs. Our aid should not be employed to support reaction, to protect entrenched greed, nor to rescue the discredited or corrupt. Only by placing works of justice and brotherhood at the heart of our foreign policy may we hope to achieve either security for ourselves or freedom from fear for the world.

Fulfillment of Our Common Dream

In our own times we have seen by repeated examples that courageous labor leaders and enlightened industrialists, with the cooperation and encouragement of churches, can accomplish great and significant social gains within a free democratic society. The fulfillment of our common dream of a world in which peace and justice prevail can come only if we, along with the people of other lands, look to the Spirit of God for the Light that lighteth every man that cometh into the world. From Christ we all may draw the strength we need for the difficult and challenging days ahead.

Everybody Wants to Hit John Q.

Congress Refuses to Control His Living Costs, Power Trust Plots to Make Killing on Rural Power, And Millionaires Want Him to Pay Their Taxes

A Sneaky Punch

IN the hot, humid month of July, John Q. Public was taking a merciless beating. Big Business-controlled members of Congress caught him with a backhand blow by refusing to control runaway prices; the big power lobby delivered a hard left hook with plans for a 16-million-dollar advertising campaign designed to undermine the Rural Electrification Administration, and a high-powered outfit called the American Taxpayers' Association was pummeling John Q. below the belt with its state-by-state drive to shift most of the millionaires' tax burdens to the low-income groups.

John Q. was on the ropes.

The Worst Blow

The punishment dealt by his elected representatives in Congress was the most damaging—and the most humiliating.

The Senate struck the first blow. Although the Administration had asked for stronger controls to help save the vanishing dollar, a reactionary faction in the Senate—composed of Taft Republicans and Byrd Democrats—succeeded in taking all the muscle from the Defense Production Act. Worst of all, the Senate denied the use of "rollbacks," the only devices which could have helped price-battered consumers.

Both the Senate and the House had bickered so much that they could not adopt a new Defense Production Act before the old one expired June 30. So, both passed bills extending the old law for 30 days—but rollbacks were banned.

Defense Mobilizer Charles Wilson and Economic Stabilizer Eric Johnston, themselves alumni of the Big Business school, led the appeals for effective controls. Johnston said the failure of Congress to permit rollbacks of prices would cost the average American family $360 a year, or about one dollar a day. Without adequate safeguards against inflation, Johnston warned, the dollar will fade away to 30-cent value by 1961. He offered to debate any member of Congress on the subject "any time, any place."

But despite the storm warnings of leaders from their own ranks, Big Business lobbies kept up their high-powered battle to kill controls. With talk of a Korean truce in the air, they saw Congress faltering, and they plugged away, spieling the same old line but talking faster, spending more and making less sense. In the likes of Taft and Halleck they found willing ears.

Still Steaming

At this writing, the House still was steaming with debate over what kind of controls act it would pass. There was little doubt, however, over outcome of the issue. Staunchest supporters of strong controls admitted they had little chance to salvage an effective law. Best guess was that the House would pass the same kind of weakened act the Senate had adopted earlier. As a result, prices on everything you buy probably will zoom an average of 7 to 10 per cent—especially when the effects of the defense program hit the national economy later in the year.

From Mobilizer Wilson himself came a good suggestion. If Congress failed to adopt adequate controls, he proposed, American housewives should make a record right now of the prices of goods they buy. Then, around about next Spring, they should make another list, then compare the two. In that way, they could check clearly the damage Congress had inflicted on their pocketbooks—and the 1952 Congressional elections will follow Spring by only a few months. Then the average family will have a chance to strike back—at the ballot box.

Enter the Power Trust

NEXT month the power lobby will spend an estimated 16 million dollars to tell you how wonderful things are down on the farm from an electricity standpoint. The way the ads will read, it will appear that just about all our country's farms have electricity.

Of course, the power companies, rich as they are, aren't parting with 16 million just to tell you these nice things. They figure that the money will be spent wisely indeed if they can get away with creating the impression that the problem of rural electrification has been solved. Then the stage would be set to wipe out the Rural Electrification Administration.

Neat Arrangement

With federal and cooperative power systems out of the way, the power trust could arrange farm electricity rates to suit itself. Result would be suffering by everybody—except the power companies. Farmers would feel the pinch first, then they would be forced to pass along some of the increase to their city cousins in the form of higher food prices.

The REA reports that the rural electrification picture isn't as rosy

as the power lobby ads will paint it. Actually, another one million rural consumers still need electricity, according to REA, and the Rural Electric Cooperative Association says the real job of rural electrification is only half finished.

The power lobby is aware of these facts, and it knows the private companies are not equipped—and not willing—to meet the demands. But they're not interested in the overall power development program; they want to get those profits up and nuts to "rural progress."

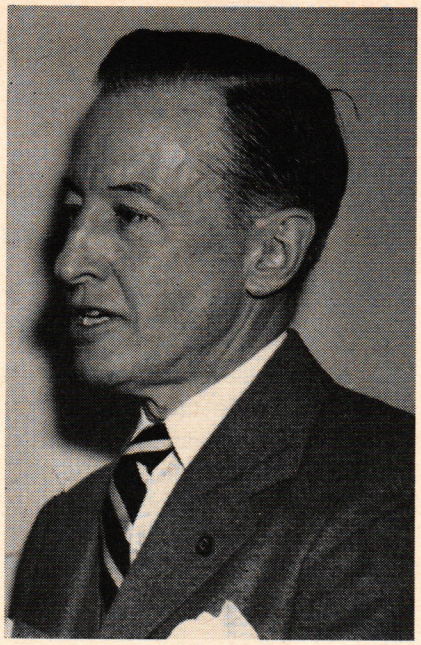
Many thousands of Teamsters have a vital interest in that "rural progress" and they should be watching closely the attempts of the power trust to throw a monkey wrench in the nation's rural electrification program. And, particularly, they should take every opportunity to expose the forthcoming propaganda campaign by the lobbyists for what it is—a brazen attempt to destroy REA and co-ops so the private companies can send rates sky-high.

Let's Help the Rich

THE American Taxpayers' Association has a warm spot in its heart for millionaires. Main reason for this affection is the fact that the association is financed by the dollars from millionaries' pockets. Lately, those dollars have been talking loudly and effectively around the state legislatures.

It seems some of the millionaires were down to their last penthouse and some of their wives were even wearing last year's mink, so the American Taxpayers' Association set out to do something about it. They looked at all that money the big-money men were being taxed by Uncle Sam and decided to salvage as much of it as possible.

The millionaires' lobby decided against trying to pull its scheme in Congress and settled on an attempt to get its law, which would put a 25 per cent ceiling on taxes, in by the back door.



ERIC JOHNSTON
He offered to debate prices.

They set out to use a rare method of getting a constitutional amendment. By swinging 32 state legislatures in line, the association could get a constitutional convention which would have the power to amend the constitution, provided such an amendment could win the approval of three-fourths — or thirty-six — states. When this was written, the association had succeeded in lining up more than 20 states, leaving less than 12 needed for the proposed convention.

Effect is Obvious

Effect of the 25 per cent ceiling proposed by the millionaires' lobby is obvious. Right now, only 170,000 persons pay more than 25 per cent of their incomes in taxes. They would be the only ones to gain. Those 170,000 "super rich" taxpayers, however, account for approximately one-third of all taxes paid by the nation's 52,000,000 taxpayers.

So, these favored 170,000 would get drastic cuts in their taxes. Then where would Uncle Sam have to go to make up for the losses in revenue? To the little people, of course, probably by way of a sales tax.

If the American Taxpayers' Association is successful in its scheme to win a constitutional amendment putting a 25 per cent lid on taxes, the result will be that those most able to pay will get big cuts in their tax bills while those least able to pay will find themselves carrying more and bigger tax burdens.

Already a few states which agreed to the constitutional convention have awakened to the fact they've been trapped and have sought to rescind their actions. But the phony taxpayers' association claims that once a state has acted it can't back out. And, further, the association says governors don't have the right to veto the actions of legislatures on such matters.

Since the use of such procedure is so rare, it will be a long time before these questions are cleared up. But the fact remains that the American Taxpayers' Association has been quietly making progress toward getting a screwy constitutional amendment which would cost you many, many more tax dollars while saving 170,000 rich men many millions.

Labor and other consumer groups must keep an alert eye on the state legislatures or working people will awake one morning to find themselves harnessed with new taxes while the millionaires slap their sides with laughter and good cheer.

John Q. Isn't Dead!

THE public has been taking a beating from the lobbyists and a few irresponsible lawmakers, but John Q. isn't dead—he isn't even out. His best chance for a comeback will be in November, 1952.

Those who have been giving him the worst lacing have been pretty smart. Real nice fellows, they try to keep a smile on their faces while swinging the axes. When a bill to protect the consumer was brought up, the hatchet artists' song went something like this: "I'm for this bill, but . . ." Then they proceeded to offer amendments which took the muscle out of the law.

Whether the double-talk can work will be decided in 1952.

East Coast Freeway Progresses

Completion of New Jersey Turnpike, Delaware Memorial Bridge and Chesapeake Bay Span Will Provide Ferry-Free North-South Route

A GREAT new super-highway through New Jersey, will join with two triumphs of the bridgebuilder's skills to provide an expressway to the South from northern New Jersey and New York.

Teamsters traversing New Jersey and Delaware will find the New Jersey Turnpike, the Chesapeake Bay Bridge and Delaware River Bridge will speed their time and cut much distance from north-south travel.

It will by-pass many towns and cities between the South, Washington, Baltimore, Annapolis, Wilmington and New York. In fact, all the cities can be avoided completely in a route from the South to New York. It also does away with all ferry trips.

The 118-mile stretch of superhighway will extend from the New Jersey State Route 6 at Ridgefield Park near the George Washington Bridge over the Hudson River to Deepwater, N. J., in Salem County on Delaware Bay. When completed it will cost about $230,000,000, making the cost almost two million dollars per mile.

The Turnpike, which is being built along the lines of the Pennsylvania Turnpike, will also be a toll road and is being constructed by a state commission. It is not a Federal project.

The purpose of the road is to provide a freeway from New York and New Jersey toward the South. It will cut across country, by-passing the cities and the numerous small communities and the attendant slowdown of traffic and dangers of accidents.

At its southern terminus, the Turnpike will connect with the Delaware Memorial Bridge across the Bay which is being constructed as a memorial to Delaware's war dead. This $40,000,000 structure is now virtually completed.

Near its northern terminus it will traverse a filled-in mole across the Kearny Meadows and will duck under the Pulaski Skyway. In all, the Turnpike will traverse 263 bridges. Trucks, which will use the Turnpike to excellent advantage after its completion, have been essential in the construction of it. Fleets of trucks have worked in shifts of 18 hour days at the gigantic task of hauling in over 51,000,000 cubic yards of fill to be used in building up the right of way over marshlands. In addition, the trucks have taken away 188,000 cubic yards of excavated rock in order that there be no grade greater than three per cent.

Paving Underway

Paving operations are under way on a 90 mile stretch in Middlesex County and sections are already paved.

There have been contracts totalling $183,500,000 let to 110 concerns for grading, drainage, substructures, superstructures, paving and buildings.

Most concrete abutments for bridges, overpasses, underpasses are completed and steelworkers are ahead of schedule on the Passaic and Hackensack River crossings.

Pennsylvania has already initiated legislation to extend the Pennsylvania Turnpike in a giant crescent route north of Philadelphia to join with the New Jersey Turnpike and, no doubt, this will in time become a reality. The two great highways, bringing additional trade, revenue and commerce into their areas, may well become the nuclei of other great road systems to serve the highly-populated sections of the nation.

The route which will be made possible by the New Jersey Turnpike, the Delaware River Bridge and the Chesapeake River Bridge will be invaluable to truckers using a southern route in and out of New York and northern New Jersey.

Throughout American history, Chesapeake Bay and the Delaware River have been obstacles to commerce and trade. To the present time, the southernmost bridge across the Delaware River (which widens to become Delaware Bay) is between Philadelphia and Camden. Wilmington, farther south, is virtually isolated from New Jersey, served only by ferries.

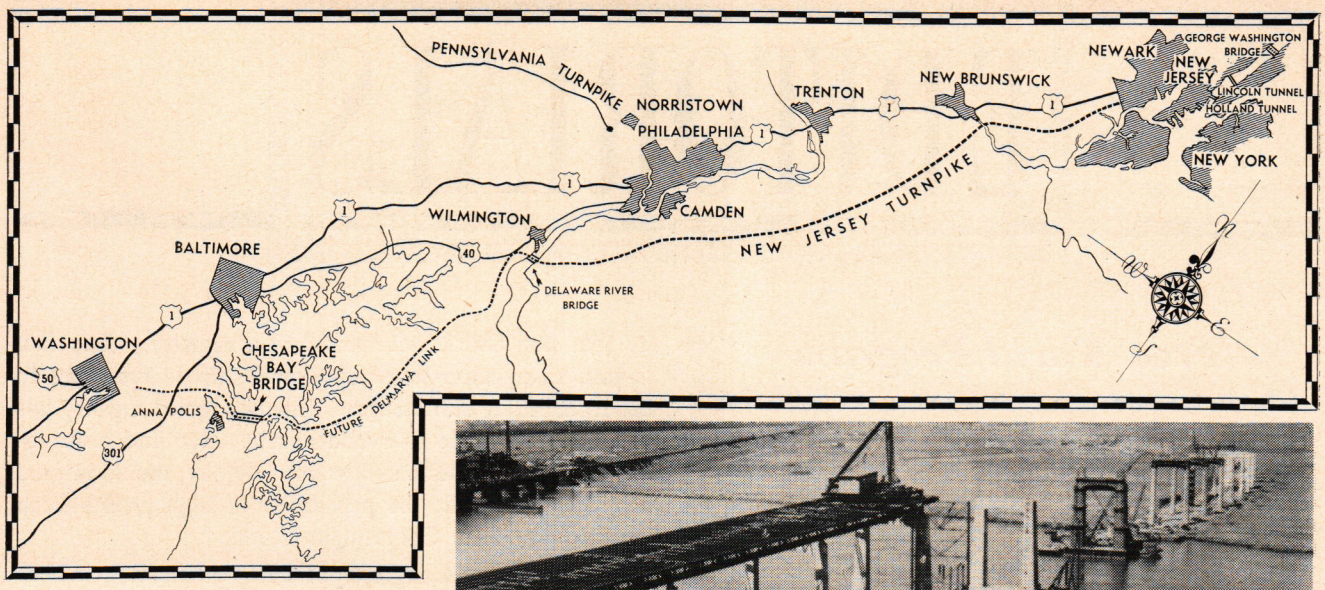
The Delaware Bridge will be located just south of Wilmington and will serve as a connecting link between Delaware and the East.

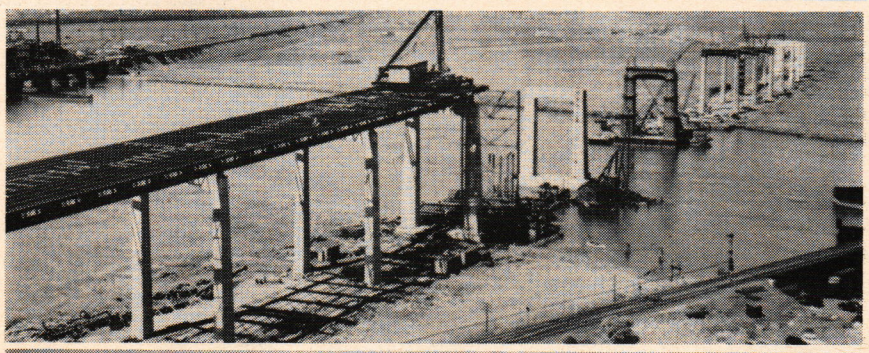
There is a proposal to construct a Turnpike diagonally across Delaware from the Chesapeake Bay Bridge to the Delaware River Bridge. Doubtless, this will in time come to reality for the situation is perfect and the benefits to the state would be immense.

But such projects always move slowly. It was May 4, 1939, when a bill was passed by the Delaware legislature approving an investigation of the problems incidental to such a bridge. The first of 1941 the report was completed and rendered to the lawmakers. Borings for foundation samples was begun in mid-1947.

The bridge will mean the end of the New Castle-Pennsville Ferry which began operations in 1925. It had caused the end of operations of

(Continued on page 22)



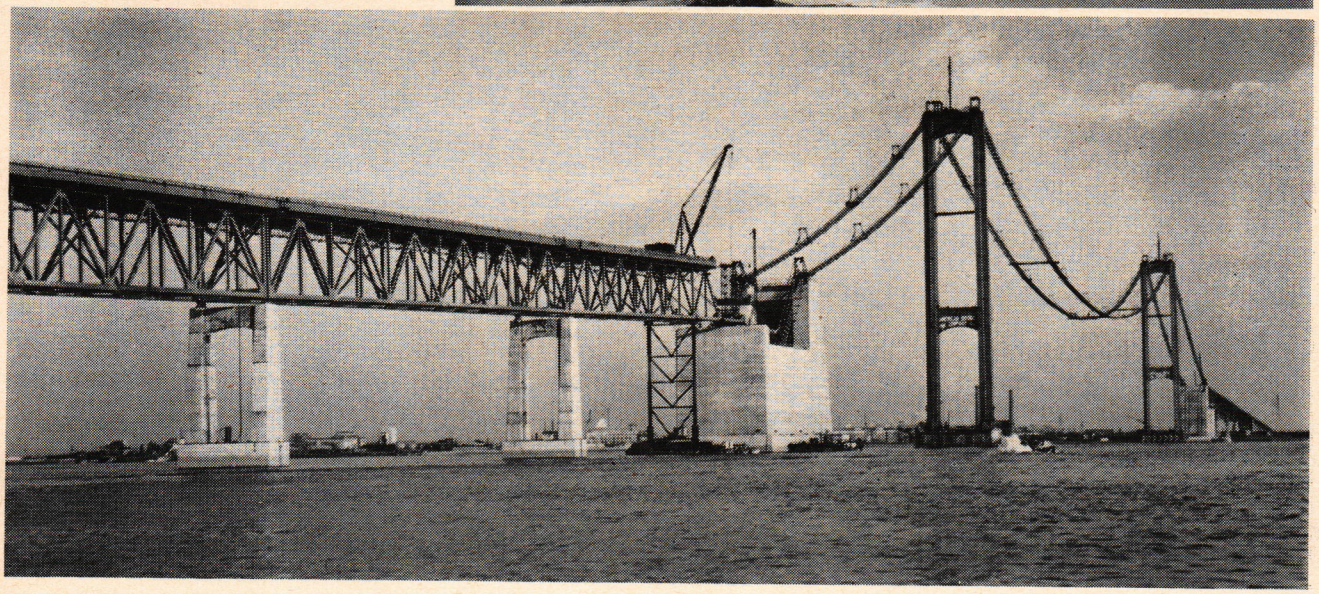


Right: The New Jersey Turnpike is raised over the marshy sections of the state. The fabulous super highway is being constructed at a cost of approximately 230 million dollars, about two million dollars a mile. Present plans call for completion of the big project next year.

Right center: An aerial view of construction work on the Chesapeake Bay bridge, which will be seven and a half miles long. The suspension span in the center will be 600 feet long and will tower 186 feet above the water. Present hope is that bridge will be open in 1952.



Below: The Delaware River Memorial bridge nears completion. Borings for foundation samples for this bridge were begun in 1947. The bridge will mean the end of the New Castle-Pennsville Ferry which began operations in 1925. The four-lane span cost forty million.



EDITORIALS

Free World Program

The free world is in a continuing struggle against the slave world. In some areas the conflict is bitter and bloody as in Korea and Indo-China. In other areas it is one of diplomatic tension as in the Middle East. In still others it is a conflict of idealogies and propaganda as in the so-called neutral nations of the world.

But the struggle is real and in earnest, let no one forget. The bitterness of the struggle lends weight to the recent message of President Truman asking for money to speed military and economic aid for the free world.

The request for military assistance which comprises the greater part of the request is understandable. But the request for money for economic aid is less well understood by most of our citizens. It is in this area that many see the most promise for a settled world. Economic aid properly translated into results—better production, better wages, better living standards, better health, and some promise of security—can be a contribution for world peace.

Whether or not nations will use economic aid properly is, of course, always a question. But economic aid properly used can be the well-known ounce of prevention which can prevent a pound of trouble. Let us hope that economic aid is wisely used in building up the hopes as well as the living standards of the free world.

Under False Colors

There has been considerable discussion and criticism in recent weeks concerning the problem of selling to the enemy. We have been highly critical as Americans of other nations which let strategic goods reach the fighting forces of the enemy we face in Korea.

There is an important element of American participation in this business of trading with the enemy which is often overlooked. That concerns the unprincipled ship-owners of this country who evade the responsibilities of the American flag and have their vessels transferred to foreign registry. As a result flags of other nations—Panama is one of the prime choices—are flown from the mastheads of ships which are carrying contraband oftentimes to Communist Chinese ports.

These ships are apparently Panamanian since they fly that flag and have Panamanian registry. The fact is that many an American-owned ship is resorting to the foreign flag subterfuge. This change of registry has usually been made to evade decent wage and hour requirements of American seamen. Today, the additional incentive is added: the possibility of high profits from carrying goods to Communist China.

It's about time Congress put a stop to this flag-switching evil. Senator Warren Magnuson (Dem., Wash.) is sponsoring legislation which will remedy the situation. Such a law has never been more needed on the books than it is now.

Kansas Road Tests

Out in Kansas, the State Highway Commission has been conducting a series of truck loading tests on a strip of concrete pavement near the town of Dorrance. The tests are very similar to the widely-publicized ones that the State of Maryland has been conducting.

A lot of truckers have been quaking in their boots over these tests. Fearing the worst, they have wondered if the rail lobby would not be given a powerful club with which to beat truck competition into the ground. But detailed facts concerning the tests at Dorrance, while they do not give trucks a completely clean bill of health, contain precious little material to aid and comfort the powerful rail lobby.

No elaborate tests are needed to demonstrate that a heavier load will cause greater pressure on the object that is sustaining it. That much is obvious to boys and girls in grade school. The first major result of the Kansas test is given here in direct quotation:

"Tests revealed that a moving truck, heavily loaded, causes many distortion effects in a pavement but if this pavement is of current modern design and properly constructed, the pressures or stresses exerted by trucks loaded to the current maximum legal limits are not of such magnitude that they will cause undue damaging effects."

Furthermore: "On a smooth pavement, the higher speeds produce less pressure and are, therefore, less rigorous than the slower speeds."

However, the tests did show that a "dual axle truck actually has a rapid hammering effect on a concrete pavement. The second axle increases the pressure

exerted by the first axle since the pavement is not provided with an opportunity to 'spring back' into its original position before the second axle hits it."

Now there is the good with the bad. The enemies of trucks and trucking will attempt to belabor the latter finding, but they will not be able to overcome the first major conclusion made by the Kansas Highway Commission—that the "pressures or stresses exerted by trucks loaded to the current maximum legal limits are not of such magnitude that they will cause undue damaging effects."

Teamsters have a stake in this matter, which is one that affects their livelihood. For that reason we will continue to make known such findings that subsequent road tests reveal.

Political Evasion

A couple of events recently have pointed up the general futility of political campaign promises.

The Democrats met in Denver to plan strategy for the coming congressional elections of 1952—and of course, the Presidential race. All seemed fine and dandy until a labor man was ungracious enough to ask about some of the campaign promises of last time which had not been fulfilled. The chill was obvious.

The other event has to do with action by a new Republican Senator, John Marshall Butler of Maryland. He is a member of the District of Columbia Committee which wrestles with the perennial problem of granting home rule to Washington.

The Senate District Committee recently divided 6 to 6 on reporting favorably the bi-partisan Kefauver-Taft bill which would relieve Congress of the job of governing the city of Washington and place it in the hands of a local agency. The committee was reminded that both the Republican and Democratic platforms had a pro-home rule plank in them. Whereupon Senator Butler is quoted as saying: "Since when did we start redeeming platform pledges?"

This is the height of cynicism even for a politician. Such action—or inaction—may well account for the low popular vote in this country. Such cynicism can boomerang on the politicians who try to fool all the people all the time.

Needed—Attention to Truckers

Every Teamster, regardless of the area or type of work in which he is engaged, should be interested in the national institutional advertising messages which have been carried by leading newspapers recently under the sponsorship of the Trucking Industry National Defense Committee.

These messages, published in key newspapers, bring home to the public the great importance of the industry as an economic factor in American life. All of these advertisements have been well-planned and informative. In Message No. 3 are some figures with which many of our people are familiar, but which might well bear repeating. Here they are:

Motor transport moves:

—85 per cent of our fluid milk;
—90 per cent of all household goods;
—97 per cent of all live poultry;
—63 per cent of all new automobiles;
—fuel oil to 4,500,000 domestic fuel oil burners;
—66 per cent of ALL freight tunnage, at one time or another;
—everything grown on the farm.

Too many in the trucking industry or dependent upon it for a living fail to realize the tremendous importance of this form of transportation. The figures quoted above are good ones to remember in the controversy over who gets how much allocated materials under the defense program.

Shoring Up the Marshall Plan

One of the real success stories in connection with the Marshall Plan operation can be found in the contribution made by organized labor. The enemies of the recovery program knew that if labor could be won over to a position of distrust and sabotage of the Marshall Plan, that there would be little hope of success. The results would soon be translated into chaos and confusion throughout Europe.

The role of the free labor unions was pointed up last month by the Second World Congress of the International Confederation of Free Trade Unions. This organization, while young in years, has made an excellent record in coordinating the fight against world Communism. This second world meeting was of great importance as tensions throughout the globe increase in intensity.

As this fight goes on it is the free labor support which shores up the Marshall Plan in most of the countries where it is most acutely needed.

Change of Heart

Some weeks ago, the state of Alabama erected signs on highways entering the state welcoming truckers, "carrying the goods of commerce," and assuring them a warm welcome in the cotton state. The signs bore the signatures of the governor and other high officials.

After a short time the signs disappeared and, in their place, appeared icily-worded boards warning truckers that weight regulations would be sternly enforced.

Is it possible the railroad lobby could have had anything to do with applying the deep freeze to Alabama's warm Southern hospitality?

Iowa Teamsters Turn Professors

Members of Dubuque Local Start Preaching What They Practice and Turn in a Big Safety Job in Cooperation with City's Youth Council

ALREADY recognized by traffic experts as a leader in the practice of safety measures, the truck driver has also begun to come into his own in the realm of safety education for school youth.

General Drivers Local 421 of Dubuque, Iowa, with members rolling over the highways to Chicago, Minneapolis, Des Moines, and other midwestern points, has its quota of drivers with awards for mileage records without accident. One employee of a Dubuque carrier, Thomas Woodall, a member of Local 650 in Waterloo, was honored as Iowa driver of the year for 1950.

But preaching what they practiced was something new. It was also distinctive enough to win them local, state, regional, and national recognition.



Boy Scouts and Girl Scouts cooperated in devising slogans and making banners for safety parade which was featured in last year's Armistice Day parade. Event drew state and national attention.

Opportunity Knocks

The opportunity came from a chance remark by Chester "Chet" Hayes, steward for the taxicab division of the union. He was talking to Wallace Shaffer, manager of a local theater and leader in the Dubuque Youth Council, an organization which had been making a national name for itself. A junior high school student who originated a campaign against vandalism in the local theaters, Daryl Koch—son of a member of the International Brotherhood of Electrical Workers, incidentally—had won a trip to the Kate Smith radio show in New York. Projects of the council had been written up in national magazines.

Happening to meet Mr. Shaffer, who represents the Lions club on the Dubuque Youth Council advisory board, right after a successful program on brotherhood among differing races, creeds, and nationalities, Chet made a request with typical truck driver directness. "What's the matter with having labor in this?"

Shaffer promptly took this idea to W. Howard Bateson, principal of Jefferson junior high school, who had been a charter member of the teachers union and had taught classes in public speaking and parliamentary law to delegates of the Dubuque Trades and Labor Congress (AFL). "Why, there's nothing the matter with that idea," he said. "I've worked with those men before and I know they're fine fellows. Let's see what the executive board thinks of it."

The executive board, composed of the youngsters themselves with an advisory group representing a cross section of the community, thought well of the idea.

As a result of these preliminaries, the union was given a place in an Armistice Day safety parade in November, 1950. Business Agent John Sherman, a former milk driver, and Business Agent Owen Riley, who not long previously had been a motor freight driver on over-the-road runs, had charge of arrangements which featured 20 trucks bearing floats, placards, and tableaux. Students from the city's schools cooperated in making safety slogan signs and acted in the tableaux.

Advised on Bicycles

Advice to students on the proper use of bicycles on the highway, what to avoid doing with guns when hunting, etc., were included along with an assembly in Mr. Shaffer's theater for an American Legion patriotism program on flags and Americanism.

This was one of the rare occasions when a Dubuque local union ever made the front page of *The Telegraph-Herald,* only daily newspaper in the city, with anything except a strike. Not only a story but

a picture of one of the trucks earned that distinction.

Wider recognition followed. The Iowa Congress of Parents and Teachers saw fit to hold a work shop meeting in Dubuque. Parents and teachers from Illinois and Wisconsin were also invited to witness the methods of the Dubuque Youth Council in connection with the safety parade and another project involving the March of Dimes campaign.

The state director of safety education, a representative of National Forum, L. J. Wadsworth of Chicago, representing AFL President William Green, and Barry Sullivan, Hollywood actor, were among the others brought to Dubuque to see how it had been done.

Citizenship is Fun

Principal Bateson of Jefferson school, who for 23 years had been evolving techniques to demonstrate that citizenship can be made as much fun as basketball in the same way—by doing something, not just memorizing a lot of dull facts—was host to the group who saw how the youngsters tackled the challenge of cooperating with a labor union.

Youth participation in community affairs was presented step by step just as it had been worked out: 1) The American citizenship forum class discussed "How can we improve our safety program?" 2) The idea was presented at a school assembly, this time with an assist from Frank Ulish, Iowa state safety director of safety education; 3) home rooms took up the subject for analysis, evaluation, and plans for action, their 13 home room secretaries reporting to the Dubuque Youth Council.

Those first three steps occurred within the walls of Jefferson school, while a similar demonstration was being made at Washington school on health problems. Then there was another step, for which the scene shifted to the Strand Theater: 4) The idea was acted upon for community attention, in cooperation with civic and other organizations.

Well aware that students need the background to be obtained in other ways, Principal Bateson has introduced the technique of pupil group dynamics to give them something they can take with them in the days when they become citizens themselves—or members of labor unions.

Useful Training

"It is just as useful for them to know how to act on a committee as it is for them to learn square root," he says. "It can be as important for them to know how to take part in a panel discussion as how to make a basket. They need to know how to speak in a crowd as much as they do to memorize the dates of our country's wars. They deserve to learn to form social skills in addition to woodworking and cooking. They ought to have practical training for citizenship—not just book work, where they often learn to dislike everything about the subject of government or civic activity."

Not only is Mr. Bateson no stranger to unions, but neither are his pupils, a majority of whom come from labor families. Copies of THE INTERNATIONAL TEAMSTER have been used as class material, and the union publication's emphasis on school safety patrols was a factor in the decision to cooperate with General Drivers Local 421.

More than that, Mr. Bateson believes programs like his will ultimately benefit labor unions as they will other groups in the community. "I have tried to teach these techniques at the adult level," he comments, "and with some success, but the real time for training is in childhood.

"How many times have you heard the comment that not enough members come to union meetings, that too many sit through the meetings like bumps on a log and then speak their minds afterwards in a locker room or in some tavern? Have you ever thought it might be because they didn't realize that group activities can be interesting, because they didn't know how to take part in them, because they didn't have confidence in themselves?

Will Want to Join

"Our graduates won't be like that. They will want to take part. They will be able to speak their minds in front of a group. When some project comes up, they will know how to get the job done—or they will work at it until they find out how. And they will remember that labor unions took an interest in them. We believe this ex-



One of the 20 trucks driven by members of Local 421 during the big safety parade.

perience will have far reaching effects and that similar projects can be carried on elsewhere to advantage."

Workers also have an interest in the education of their own children to take a place in the community, Mr. Bateson believes. "They should have self-confidence and not be licked before they start," he feels. "They should learn to be effective at public speaking, group participation, and parliamentary law just as they learn to play basketball effectively.

"We have an American idea that it doesn't matter who your father is, the important thing is what you can do," he adds. "Their participation in union and community affairs will result. They won't be afraid to assume leadership or to make suggestions. If the people are to take part in making democracy work, they are entitled to some training in the techniques for making this possible."

In Limelight

When the Teamsters turned professor it wasn't necessary to put on horn-rimmed glasses and drone away to students who would memorize his points. It wasn't necessary to write a book with the answers in the back. They were lucky in dealing with students who had learned to look for their own answers from life and who knew that truck drivers are experts on safety. This combination turned a national spotlight on Dubuque in the spring of 1951 with an assortment of recognitions including two medals and two $50 award checks.

Public Attention

Truck drivers were on the map every day with safety performances. This time they got on the map in the eyes of the public, which all too often cringes at the sight of the huge bulk of the big cargo carriers and overlooks the millions of safely driven miles or takes them for granted.

Report on Super Highway

(Continued from page 17)

the Wilmington-Penns Grove Ferry which had begun operations in 1912.

The new $40 million bridge is a four-lane suspension bridge with a suspended center span of 2,150 feet and side suspended spans of 750 feet. The approaches total 7,115 feet and are made up of 35 piers and two abutments on land and six piers in the river. The total length of spans and abutments is 10,765 feet.

Underclearance of the bridge is 175 feet above mean high water for a channel width of 1,500 feet. The length of the center span makes it the sixth longest bridge in the world.

The construction of the bridge required 36,410 tons of steel and 230,000 cubic yards of concrete. The excavation equalled that for cellars of 1,400 homes and totaled 36,000 tons of dirt. It would take seven 100-car freight trains to move, at one time all the steel used.

All this is expected to be well worth while, for the estimated first-year traffic over the bridge is 3,600,000 vehicles.

As the traveller heading south from New York, leaves the New Jersey Turnpike and the Delaware River Bridge, he will necessarily contend with travel facilities of a lesser nature for awhile. Until completion of the Chesapeake Bay Bridge he will be forced to go either via Baltimore on U. S. 40 or down the Delaware Peninsula on U. S. 13 and take the ferry to Norfolk.

But when the Chesapeake span is completed, he can traverse Delaware diagonally, by-pass Annapolis on the Defense Highway between Annapolis and Washington, intersect U. S. 301 west of the Patuxent River and head south.

In time, the desired "Delaware Turnpike" may provide an expressway for him from the Delaware to the Chesapeake Bridge.

The Chesapeake Bridge will cost $44,000,000 when it is completed from Sandy Point to Matapeake on U. S. 50. It will be a curved 4 1/3 mile structure with a suspension span and a cantilever truss. It will rest on large concrete piers 20 feet in diameter. The anchors for the suspension cables will be concrete blocks 78 feet by 149 feet long centered in man-made islands.

The center suspension span of the bridge will measure 1,600 feet across the channel with 186½ feet of vertical clearance above the water level.

One of the most difficult problems connected with building the bridge exists near the Eastern Shore where the prehistoric channel of the Susquehanna River lies. Here the water is 88 feet deep and mud lies 82 feet below that. The mud must be removed, then pilings must be sunk 130 feet into the sand. This may not be the toughest problem bridgemen have to solve, but engineers concede it is a sizable job.

Completion of the Chesapeake Bay Bridge is scheduled for late in 1952 and will probably meet the schedule unless the foreign situation should get considerably worse. It might be possible for a major conflict to interfere with the steel needed to complete this bridge but the Delaware span is far enough along to almost insure its completion. Most of the steel for the latter bridge has already been allocated or fabricated, or both.

Meanwhile, regulations concerning the use of the Delaware Bridge are already being formulated. The Interstate Commerce Commission has authorized motor carriers subject to the ICC Act to use the bridge. The Pennsville Ferry will be discontinued. The permission to use the bridge does not authorize the carriers to serve new points and they must continue to furnish reasonable and adequate service at points on the old routes.

Report from the Gypsy Front

Teamsters Union Debunks Claims of Carriers Made in Support of Petitions to ICC To Reconsider Its Rules Governing Leasing

THE Teamsters Union filed on July 24, 1951, with the Interstate Commerce Commission, an opposition to the petitions by more than forty carriers and groups of carriers asking the Commission to reconsider its decision of last May prescribing rules governing the lease and interchange of equipment. The document prepared by the Union took sharp issue with the claims put forth by the carriers and asked that the rules now scheduled to go into effect on August 1st be not further delayed.

The carrier groups, in asking the Commission's reconsideration of its earlier opinion, appeared primarily to have filed their petitions to provide a legal basis for subsequent court proceedings, rather than with any serious purpose in mind of persuading the Commission to alter its decision. Thus, most of the carrier petitions presented elaborate claims to the effect that the rules are unconstitutional, beyond the Commission's statutory powers, discriminatory as between classes of carriers, or otherwise unlawful. Relatively little attention is paid to the merits of the rules which the Commission has promulgated.

Two Rules Attacked

The carriers' objections continue to focus on two main features of the rules. These are (1) the requirement that any lease by a carrier of a vehicle which is to be driven by the owner-operator or one of his employees must be for a period of no less than thirty days; and (2) the prohibition against compensating any lessor of equipment upon a basis of rate splitting or dividing the revenues earned by the leased vehicle. These two rules are, of course, the principle features of the Commission's report and have been the subject of bitter controversy since the proceedings first commence in January of 1948. The Union at all times has supported both features as essential—if sound conditions are to be established in motor freight operations.

Several carriers, in their petitions, objected to the Commission's decision on the specious ground the Teamsters Union had contributed too substantially to it. Thus, the attorney for Motor Cargo and Roadway Express wrote that the Commission's rules do not accomplish "any purpose except to further the effort of the intervening Labor Union to control the industry." Miller Motor Express urged that "the Commission must never become the mere tool of a Union bent upon enforcing inefficiency among carriers."

Should Be Ended!

The Union's opposition to these petitions did not discuss the merits of the proceeding, but pointed out that it has now been conducted for more than three and one-half years and ought to be finally ended. Specifically, the Union showed that the carriers were on ample notice of the probability that rules would be prescribed and had an ample opportunity, of which they availed themselves, to urge their positions before the Commission. During the proceeding's formal history, thousands of pages of advice and millions of words were presented to the Commission and the subject was exhaustively explored. Against this background, as the Teamsters Union pointed out, it would be absurd and improper to consider the matter further or to postpone the effective date when the rules are to apply.

The American Trucking Associations and its Movers Conference continue to be among the primary opponents of the Commission's rules. The constituent groups within the American Trucking Associations are, however, so widely split in their views that the petition filed by the Associations was trimmed in many respects and had to disclose the lack of unanimity among the carriers. It seems apparent that an organized effort was made by those carriers engaged in gypsy operations to stimulate a maximum number of petitions by carriers affected. The fact that approximately forty carriers or carrier groups filed petitions opposing the Commission's decision is thus much less significant than the fact that there were thousands of carriers, including many major carriers, which did not oppose the decision. The household goods movers have continued to urge that the transportation service it provides is so distinctive in character as to entitle it to special treatment—a position which the Commission has always rejected.

Gypsy Supporters

The steel haulers, centered around the Akron area, are among the bitter-end supporters of trip leasing. Many of them have come forward to urge that their businesses would be irreparably harmed if forced to abandon their present gypsy operations, involving ownership of little equipment and extensive reliance on owner-operators. A number of food haulers in the Chicago area also claim that the prohibition of trip leasing will threaten them with bankruptcy.

Many carriers have stated their intention to take the matter to court

and ask for an injunction which, if granted, would stay the effectiveness of the Commission's rules indefinitely. It seems certain that litigation will result, and that the United States Supreme Court will eventually be called upon to decide the legality of the Commission's determination.

Some of the employers interested in gypsies who are among the petitioners follows: All States Freight, Continental Transportation Lines, Dixie Ohio Express, Interstate Motor Freight, Kramer Brothers Freight Lines, Mid-States Freight Lines, Motor Cargo, Roadway Express, Spector Motor Service, and Transamerican Freight Lines.

Some of the positions defending gypsy operations are listed below:

PETITIONS FOR RECONSIDERATION

(1) DEPARTMENT OF AGRICULTURE—

Agriculture asks for reversion to the old practice or, in the alternative, that vehicles transporting agricultural commodities be exempt from the key rule prohibiting trip-leasing. The Commission gave only superficial treatment to the problems of marketing agricultural produce, and failed to recognize there are advantages to shippers, authorized carriers, and exempt carriers in continuance of the long established practice of trip-leasing.

(5) AMERICAN TRUCKING ASSOCIATIONS—

ATA asks reconsideration, adoption of the rules it proposed, and a stay of the Commission Order's effective date until at least 30 days after final determination of all petitions for reconsideration. (1) The order adversely affects substantial rights of ATA's membership, as evidenced by the fact that about one-third of all vehicle-miles in 1947 represented some form of purchased transportation. (2) Many parts of the order are arbitrary, capricious, and unsupported by evidence. (a) Regular route carriers may trip-lease with other regular route carriers; irregular route carriers may trip-lease with other irregular route carriers; but regular and irregular route carriers may not trip-lease to each other. The record is devoid of support for this position which was not, in fact, ever previously suggested. (b) Railway express and substituted motor-for-rail operations are substantially exempted from the proposed rules—an exemption clearly unwarranted. (c) Exempting leases of equipment without drivers from lessors whose principal business is equipment-leasing is discriminatory. (d) The rules requiring leases to be of 30 days minimum duration, governing the method of compensating lessors, restricting subleasing, requiring giving of receipts, covering inspection, and governing interchange are all arbitrary and capricious in their applications. (3) Many of the proposed rules exceed the Commission's statutory powers. The Commission relied on sections 202 (a) and 204 (a) (6), neither of which confer such power, while sections 208 (a) and 209 (b) specifically forbid Commission regulation of carrier leasing practices when such regulation involves usurpation of the management function.

(6) ASSOCIATION OF HIGHWAY STEEL TRANSPORTERS, INC.—

The Association, an Ohio association of about 50 transporters of iron and steel, asks leave to intervene, and prays that the Commission's decision be abandoned and that some different approach be adopted to achieve the Commission's objectives. (1) The Commission's order clearly violates sections 208 and 209 in restricting leases of equipment for less than 30 days, entirely apart from the fact that public demand may often require only temporary or trip-leasing.

(9) COATS MOTOR TRANSFER CO., INC.—

Petitioner, asking leave to intervene, finds the Commission acted beyond its power in numerous particulars, including its prohibition of trip-leasing and restrictions on compensating lessors. Though the Commission may "regulate," it may not destroy. Under section 204 (a) (1) it may establish reasonable requirements with respect to continuous and adequate service, but prohibiting trip-leasing destroys the means of affording such service. All Blanning's testimony and exhibits were hearsay and ought now to be stricken from the record; if this were done, there would be no substantial evidential support for the Commission's decision. Many of the rules are arbitrary, confiscatory, and unconstitutional. The Commission, if it must prescribe rules, should prescribe those proposed by Division 5 or recommended by ATA. If the present rules stand, they should not be effective before August 1, 1952.

Petitioners, adopting the ATA petition, ask reconsideration, and postponement pending reconsideration.

(15) GREYVAN LINES, INC.

Greyvan, its life at stake, will fight the Commission's order to the limit of its abilities. The order, applied to Greyvan and generally, is abusive, beyond statutory powers, without supporting findings, and without evidential support. (1) The decision illegally discriminates against Greyvan in favor of such competitors as Allied, although both conduct similar operations, simply because Allied obtained authority via a Section 5 proceeding whereas Greyvan's authority was a recognition of grandfather rights. (2) The decision is fatally defective in exempting, without adequate basis, the motor carrier operations of railroads. (3) An ultimate finding, as to the necessity of applying the rules in administration of the act, must be but was not made. U. S. v. B. & O., 293 U. W. 454. (4) The decision is without evidential support, as applied to household goods carriers, because virtually all of the evils found arose from trip-leasing of gypsies which household goods carriers do not do. Greyvan has built the most economical transportation possible by sharing revenues with its truckmen—thus putting into effect the principle of individual initiative on which this country rests. Greyvan will be ruined if forced to abandon use of this principle. (5) The decision violates the National Transportation Policy in precluding the highly desirable flexibility of operations which trip-leasing makes possible. (6) The order exceeds legislative authority, particularly in controlling the method of compensating lessors. The Commission has no conceivable statutory authority to preclude compensation by carriers for leased equipment on any basis the carriers may select. (7) The order has no support in the findings or evidence. Prohibiting compensation to truckmen on a division of revenue contributes nothing to safety enforcement, carrier responsibility, or to any other legitimate function. (8) Obviously unintentional results would flow from application of the Commission's order. Subleasing would be prohibited although the Commission did not so intend. Likewise, as to requiring owner-operators to become employees of the lessee-carrier. Because of the many defects demonstrated, we pray the Commission grant both Greyvan and the household goods carriers' exemption, withdraw the prohibition of trip-leasing and the revenue-split method of compensating lessors, revoke the rail exemptions, and discard all overlapping rules.

(22) MILLER MOTOR EXPRESS, INC.

Petitioner requests reconsideration of the prohibition of trip-leasing, and, if necessary, reopening of the record to receive evidence of changed conditions since the hearing. Petitioner has a 4 to 1 imbalance in hauling military traffic from Philadelphia-New York into Norfolk, primarily a result of the defense effort, and must lease the exempt haulers from Norfolk to the northern markets. The prohibition of trip-leasing was arbitrary and illegal. The Commission must never become the mere tool of a Union bent upon forcing inefficiency and featherbedding upon carriers.

(24) MOTOR CARGO, INC. and ROADWAY EXPRESS, INC.

The prohibition of trip-leasing and the requirement respecting exclusive possession are illegal and subversive of the National Transportation Policy. They accomplish no purpose except to further the Labor Union's effort to control the industry, and the Railroads' efforts to restrict it. A very real inherent advantage of motor carriage is the flexibility made possible by unhampered leasing. Carriers operating owned equipment are not at a competitive disadvantage with those operating leased equipment.

Local 557 Dedicates Building

Ceremonies Marking Completion of New Structure Also Symbolize a Milestone of Industrial Progress in Baltimore

DEDICATION of a new headquarters building recently for Local Union 557, Baltimore, Md., represented a memorial to an era of outstanding progress. The ceremonies marking the completion of the new structure also helped symbolize the passing of Baltimore as a sleepy Southern mill town and its emergence as a bustling manufacturing and industrial metropolis.

Fifteen hundred members participated in the dedication program, which included community singing, band music, a luncheon and brief addresses by government and union leaders. Among those who cited the achievements and progress of Local 557 in the Baltimore community were Mayor Thomas D'Alesandro, Jr., and Representative Edward A. Garmatz (D., Md.), who represents the Baltimore district. Albert Dietrich and Frank Tobin, representing the International Union.

Other speakers included Harry Cohen, president of the Maryland-D. C. Federation of Labor, and Anna Neary, AFL organizer, who recalled the early days of hardship and sacrifice by Local 557; Joseph Di Domenico, state commissioner of labor, and Jacob Edelman, city councilman.

The most inspiring messages, of course, came from Local 557 officials—George Willinger, president; Tom Healy, business representative, and Clifford Kohne, secretary-treasurer. They revealed the personal angle of Local 557's struggles and confidently outlined a program of achievement which the local plans to follow in the years ahead.

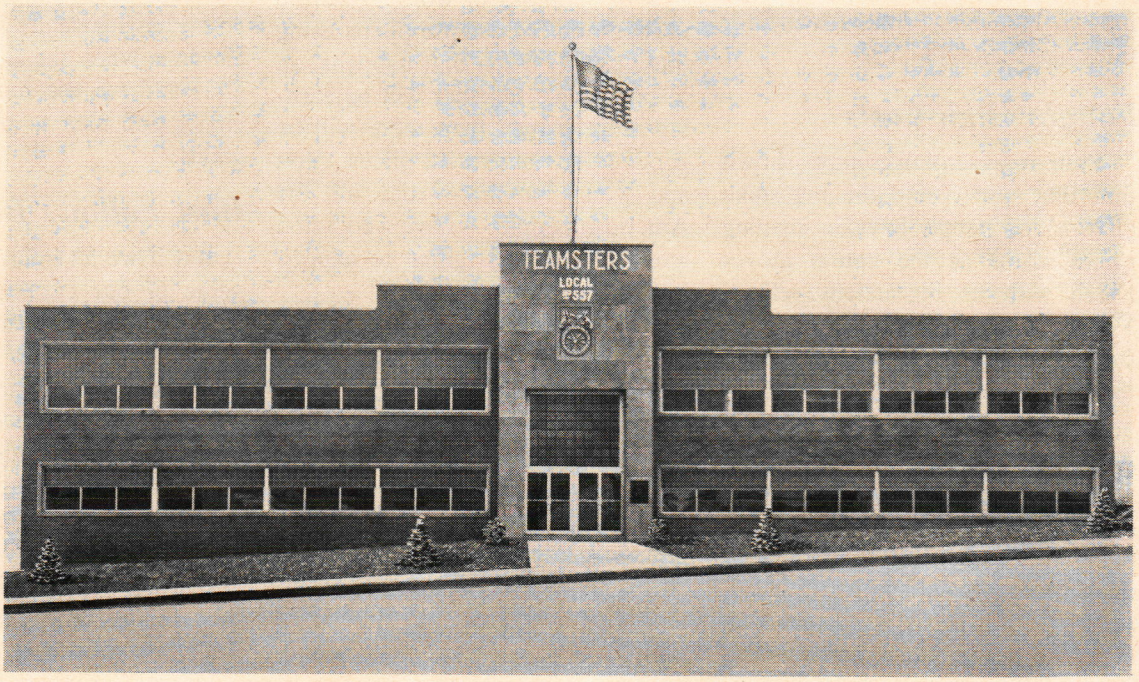
During the ceremonies, the advancement the members of Local 557 have made were underscored by a backward look into history in the form of a statement by the Maryland Motor Truck Association about 10 years ago. It said, in part:

"Jobs were scarce (in 1935) and men worked long hours at short wages and were thankful to have any job at all . . . when Congress, by the enactment of the Motor Carrier Act, placed the industry under the jurisdiction of the Interstate Commerce Commission for regulation in the public interest. Almost simultaneously the International Brotherhood of Teamsters attained a sufficient degree of organization in Baltimore to begin to exercise considerable power on behalf of their members. . .

"Rightly or wrongly, the intervening years between 1936 and 1942 brought ever increasing power over the industry to the Teamsters affiliated unions. Each contract that has expired has been renewed under threat of strike or under actual strike conditions. Each new contract has brought not only wage increases, but better conditions and a tighter grip on control.

"It must be conceded, however, that on the whole, regardless of the cause, labor relations have improved." (Emphasis supplied.)

It was recalled that about the time the employers' association issued that statement Tom Healy and his associates were busy defending the union against the abusive attacks of the press and the usual propaganda of the employers. That they eventually succeeded in their crusade for a better deal for Teamsters in Baltimore is evidenced by greatly increased wages and improved working conditions.



The new headquarters building of Local Union 557, Baltimore, Md.

There's Danger Ahead!

by MICHAEL V. DiSALLE
Director of Price Stabilization

I DO not need to tell Teamsters about the need for keeping living costs down. Teamsters know how important it is to keep prices at levels so their earnings can buy the necessities their families need.

Every American family living on a moderate income has a lot of first-hand experience with inflation. You men driving trucks and spending nights on highways to deliver food and other necessities to the American people know how much these things cost. Your wives have had a lot of experience with making your earnings stretch to provide your families with the food, housing and clothing you all need. They know how hard it is to get enough money to pay doctors' and dentists' bills. Teamsters families know that even in ordinary times, it is hard enough to squeeze out a few extra dollars for movies and other recreation for your families. You know how tough it is to lay a few dollars away for rainy days and old age.

Fought High Costs

Your representatives have shown that they understand the big stake all working people have in keeping prices stable as the nation moves ahead with its big defense effort. You have given understanding and support to your government's efforts to keep living costs down.

I have always believed that all Americans are eager to understand the problems their Government faces. All Americans have enough common sense to help their Government protect American living standards. But it is so important that everyone fully understands the dangers of inflation in the months and years ahead.

Our big defense effort is just beginning. We have a long, long way to go before we have the tanks and planes and guns that will assure free workers the right to go on working where they wish and bargaining freely.

Spending to Double

At the present time, we are producing defense goods at the rate of 35 billion dollars a year. By the end of next year that rate will be almost doubled. For that reason, we will face our biggest inflationary dangers in the months just ahead.

It has taken us a little longer than we expected to get our defense plants tooled up. You men who handle so much of the nation's transportation have been helping haul those tools. You are going to haul a lot more.

Soon, millions of workers will be in thousands of defense plants using those tools. When that happens, all of our people together will be earning more money than there will be goods to buy at present prices. You and your families — and all the American people — have a common interest in what is going to happen to those earnings.

If all of us together can hold prices steady, some of those earnings can go into savings and defense bonds. Some of them can be used to pay off debts. Then, when the defense production program is over, we can all have more to spend for homes, recreation, education—for all the things that make up the better living standards all Americans want.

Without price controls at this time, these extra earnings would be wasted on higher prices for the limited supplies of civilian goods that can be produced along with defense goods.

We all have our eyes on the future. A determination to make the future better is a trade-mark of American workmen. Our stabilization program is as big and as important as the future living standards of Americans.

American workmen have always looked ahead. They also remember the past. They know that when prices get so high that people have to buy less, jobs become scarcer. At the present time almost every American workman has a job. Most of those jobs are contributing to the welfare and security of the American people. If we can keep prices steady and keep the buying power of our earnings and savings high, we can go on having steady jobs and steady earnings when the defense program ends and we use more of our machines and men to produce civilian goods.

Bust Follows Boom

But if we let inflation destroy the value of our earnings and savings now, we will decrease the amount of goods we can buy after the emergency is over. Bust would follow boom, production would go down, and once again millions of workers would be without jobs.

Millions of American workers in factories and in trucks on highways are working overtime to be sure that this country remains strong. They are working to defend their

Michael V. DiSalle has not had an easy path to tread since going to Washington in December, 1950, when President Truman appointed him Director of Price Stabilization. Powerful interests have been at work to break down any effective system of price control. In the accompanying story, written especially for the INTERNATIONAL TEAMSTER, *Mr. DiSalle tells Teamsters what their stake is in the fight against inflation.*

A former mayor of Toledo, Ohio, Mr. DiSalle commenced the practice of law in that city in 1932 after receiving his legal training at Georgetown University, Washington, D. C. He first came to nation-wide attention in 1945 as chairman of the Toledo Labor-Management Citizens Committee (known as the "Toledo Plan"), which is credited with having created industrial harmony in a formerly strike-torn city. The plan, which was adopted elsewhere during the war years, has been mentioned several



times as a model for a national mediation formula. It consists of appointing a committee of citizens to act as referee and advisers when a labor-management dispute nears the crisis stage.

living standards from attack by any possible outside enemy. It is good to know that they have an equal determination to protect those living standards from destruction by an internal enemy—inflation.

Because we all believe so much in freedom, we usually get a late start on controlling the inflationary dangers that grow from large scale defense efforts. No one in America wants any more economic controls than are necessary. Maybe that is why we have always let inflation get a head start during large scale defense periods.

Lifted Lid too Quickly

It took us almost three years to get inflation under control at the outbreak of World War II. After we got them under control, we held living costs almost steady for three years. However, when the war was over, we were so anxious to get rid of controls that we took them off too soon. More than 60 per cent of the World War II inflation took place after the armistice.

When it was all over, our dollars would buy only 57 per cent as much as in 1939.

After war broke out in Korea, we got another slow start. Between June, 1950, and February, 1951, when the OPS General Price Freeze took effect, living costs rose 8 per cent. In the four months since the freeze, we have held that rise to less than 1 per cent.

Inflation can be controlled. But in the months ahead, the danger is going to be very great. We will all need to work together to protect the security we all want.

Transport Subsidies Subject of New Study

The future of the Government's role in subsidizing further development of transportation for domestic and international commerce is explored in a new study entitled "Subsidies to Transportation" just published by the Library of Congress.

About $1.5 billion was spent by the Federal Government on behalf of transportation in fiscal 1950—railroads and pipelines not included.

Various ways of subsidizing are considered such as providing facilities and aids—highways and streets, inland waterways, harbor improvements, shipping companies engaged in foreign commerce, airlines, airports, airways, weather reporting and other aids to navigation.

The new study reviewing subsidies is available from the Library of Congress, Card Division, Washington 25, D. C., for 40 cents.

St. Louis Member Wins National Honor

For his all-around efficiency in managing the parts department of an auto agency, Brother Ray McIntyre of Local 618, St. Louis, has won the national award in the 1950 "Belt of Champions" program sponsored by the Pontiac Motor Division of General Motors. A belt with a diamond-studded buckle went to Brother McIntyre. Factors entering the judges' consideration were management ability, sales promotion, inventory control, display, neatness, efficiency and initiative.

Brother McIntyre, 29, joined Thomas Pontiac agency in 1943 after serving in the Air Force. Last year, after attending night courses at St. Louis University for seven years, he received a degree in Business Administration.

Budget Cuts Out Senators' Free Bottled Water

United States Senators will have to be content with tap water and will no longer have the privilege of bottled water which has been a Senate office tradition for years.

The supply of bottled water was cut off as the result of an appropriations cut in the budget for the new year. The cut was made by the Senate Rules Committee which decided there would be an end to the free bottled water.

Estimates of the cost of the bottled water for the Senators vary but the cost was said to be from $12,000 to $18,000 a year.

Diesel Tax in N. Y. Jumps to Six Cents

Commencing July 1, the New York State tax on diesel fuel went from four cents to six cents per gallon, and the State Tax Commission has laid out an enforcement campaign to insure collection of the tax. Tax examiners have been assigned to make a State-wide check of diesel fuel sales and use, including the operation of interstate truckers.

SHORT HAULS



Ditches Truck to Avert Crash of Bus, Auto

Brother C. H. Decker, 34-year-old member of Local No. 554, Minneapolis, who deliberately ditched his tractor semi-trailer so that a passing car and a bus could avoid a head-on collision, was named "driver of the month" for March by the Minnesota Motor Transport Association.



Bro. Decker

Decker was driving near Dresbach, Minn., when a passenger car driver attempted to pass him on a "no passing" curve. When a passenger-laden bus approached from the opposite direction, Decker drove into the ditch to allow the car to get back into the right lane. Its driver did not stop.

The bus driver, who stopped to assist Decker, said that it would have been impossible to avoid a head-on collision with the car, had Decker not the presence of mind to ditch his truck unit. Had the bus been driven off the road on its lane, it would have gone over a 50-foot embankment.

Decker received a gold pin and certificate from the Association, a specially engraved cap badge from the Northwestern Stamp Works and a merchandise gift from International Harvester Truck Co.

"Superhighway" Term Going Out of Vogue

The word "superhighway" is being dropped from ordinary road usage in favor of more exact terms such as "expressways" and "parkways."

The word "expressway" means, in today's traffic parlance, a highway which has a limited access or a controlled egress. Traffic is speeded through a limitation of access and egress.

"Parkways" are used to designate an express route for non-commercial traffic and have full or part control of access. Such routes are usually actually in a park or a park-like development.

Gas Tax Diversion Effort Held Unconstitutional

Legislation designed to divert part of the gasoline tax revenue to a state turnpike authority has been held to be unconstitutional by the Maine Supreme Court in an advisory opinion.

A bill was pending before the state legislature to give the Maine Turnpike Authority six cents for each gallon of gasoline used in travel over the toll road for the purpose of extending the route north of Portland. The court's opinion made necessary a revision of the proposed bill along different lines aimed at authorizing "extension" of the toll road.

Greater Care by Walkers Urged by Safety Group

Teamster drivers will agree with the National Safety Foundation statement that progress in vehicles and highways is by no means matched by extra care by pedestrians.

Walking habits are still the same as they were at the turn of the century, says the foundation, despite the pronounced advances in vehicles which should make pedestrians use greater care than was necessary in the horse and buggy era.

A stepped-up level of driver performance as well as greater safety precautions on the part of pedestrains would help reduce accidents, the foundation believes. Extra care should be taken at night also, it is pointed out since nighttime fatalities are six times greater than those of the daylight hours.

Local 804 Feted for Accident Record



SOME 200 MEMBERS of Local 804, Long Island City, New York, for their excellent record of accident prevention as employees of United Parcel Service, were honored recently at a dinner given by the company. Above, Elmer Hague, shop steward (center), and Brother Steve Nyahay (right), are shown accepting a plaque of merit from Dick Whipple, safety engineer of the Liberty Mutual Insurance Company. Members involved work in the Staten Island and White Plains barns of U. P. S.

Trucker's Role in Preventing Hijacking

Truck men, says Walter F. Anderson, president of the International Association of Police Chiefs, have a major responsibility in preventing hijacking, which can seriously hamper the nation's defense program. Referring to the trucks as "mobile warehouses," Anderson notes that there has been a "notable shift" to motor transport and that truck thefts and hijackings are increasing.

"Military and governmental officials should not wait until heavy losses occur before they take the necessary steps to prevent crime in this field," he says. "Proper routing, packing, the screening of personnel and installation of protective devices are only a few of the important elements of a theft improvement program, which should be instituted at once."

Alert Teamster Saves Boy from Drowning

Joseph Ginocchi, 24-year-old member of Local 261, New Castle, Pa., recently achieved a hero's stature when he saved a five-year-old boy from death by drowning in the swift waters of the Shenango River at New Castle.

Ginocchi, who lives at 10 West Lutton, New Castle, was driving his Norwalk Truck Line truck across the river in New Castle when he heard a girl's screams for help.

"Save my little brother!" screamed the older sister of little James Elmer Baxter. The two Baxter children, with others, were playing beside the river when Jimmy fell from a stone and was swept downstream.

Answering the call for help, Ginocchi vaulted from his truck and raced downstream along the bank until he spotted the child's head as it bobbed momentarily to the surface.

Without stopping to remove his clothes and with complete disregard of the chances he was taking by going thus heavily encumbered into the swift water, Ginocchi plunged into the torrent and swam to the boy.

Brother Ginocchi pulled the unconscious boy ashore and began artificial respiration. Meanwhile the little girl had spread the alarm. By the time firemen and police arrived, Ginocchi had the boy conscious again. He was taken to the New Castle hospital where, after a short stay, he was released to go home to his parents, Mr. and Mrs. A. M. Baxter, 206 East Cherry Street.

Alfred J. Mascaro, president of Local 261, said:

"We, the officers and members of Local 261, are proud of Brother Ginocchi. He is a credit to the Teamsters. To add any more to what is being said of him in this area already would be impossible. I wouldn't know where to start. But, to our way of thinking, he is 'a great Joe' and deserves full credit."

Lynn Council Donates Money for Medical Center

Joint Council No. 10, Lynn, Mass., recently gave $71,593.35 to the Children's Hospital there for a Children's Medical Center.

The presentation to the hospital was made by Nicholas P. Morrissey, International Representative, and Israel Learner, President of the Joint Council.

The presentation was the climax of a two-year campaign by the Teamsters to gather funds for the Children's Hospital to build a new medical center for the treatment of children afflicted with disease and injuries. The officers and delegates carried the message of the need for a bigger and better-equipped center to every member during the campaign.

Children's Hospital, beneficiary of the philanthropy, was founded in 1869 by Dr. Francis Brown. It has steadily grown by concerning itself with the well-being of children and the prevention of suffering and saving of lives of infants, children and youths as well as the training of doctors, nurses and medical workers in care and research.

The new medical center at 300 Longwood Avenue, Boston, will be, in truth, a world center of child care as it will continue to receive patients and train personnel from all over the world.

Canadian Bowler, 69, Looks to Perfect Game



When the Crescent Creamery mixed bowling league of Winnipeg, Man., Can., ended its season's activties with a banquet-dance and presentation of prizes, among those honored was Brother David Yule, one of the oldest members of Local 119 of Winnipeg.

Brother Yule was born in Dundee, Scotland, in 1882, and came to Canada in 1909. Shortly after arriving in Canada, he obtained a job at the Crescent Creamery Co. and has been employed there continuously ever since.

An ardent five-pin bowler, Brother Yule helped his team capture the league championship this year. When he was congratulated by Brother Ed Houle, Local 119 business agent, the 69-year-old Teamster declared he expects to roll a "perfect game" before hanging up his shoes.

Brother Yule, still keen and active on his job, has always taken a great interest in union affairs, and his experience and sound judgment have contributed much to keeping Local 119 a progressive union, one that is in the forefront of the Winnipeg labor movement.



HERE we are in the heat of the summer. Hope you have been enjoying the summer and not minding the heat too much. Here's a little chatter to take your mind off of the heat and center it on cooler days ahead—on our favorite topic—clothes.

Seems there's to be a new trend in the new fall and winter coats. The designers say they will be closely fitted this year—many of them belted in and some will have small neat collars, but the majority of the collars will be big and bulky.



Hats, they say, will be of two types and go from one extreme to the other—little head-hugging models, helmet and cloche style and those with big flaring brims.

Colors in the new dresses and suits it is predicted, will follow two trends—muted "atmosphere colors," grays, grayish blues, taupe and deep gray greens. On the bright side of the fashion picture will be rich Mediterranean blue and flaming Etna red. So much for the fashion picture.

* * *

Lemonade Cooler

Feel any cooler? Well, how about fixing a tall cool drink and completely relaxing while you finish looking over this magazine! An ice cold glass of lemonade is the most refreshing of all summer drinks to my way of thinking. I've often wished I had one but didn't want to stop my work to squeeze lemons and make it from scratch. A friend of mine told me to make lemonade sirup and keep it in the refrigerator to make lemonade at will. Here's how:

Boil together for five minutes 2 cups of sugar, 1 cup of water and the rind of two lemons cut into thin strips, and a small pinch of salt. When it is cool, add the juice of six lemons. Strain the sirup and keep covered in your ice box. Then whenever you want a glass of lemonade just put two tablespoons of the sirup in a tall glass and add ice and ice water (or soda if you prefer a carbonated drink.) Incidently, if you have room, keeping a few glasses chilled in your icebox will add considerably to the enjoyment of any drink. Beer is exceptionally good when served in a chilled glass.

* * *

Take a Cat Nap

Speaking of relaxing with a tall glass of lemonade, did you know that doctors say that the persons who have acquired the habit of taking a brief nap during the day, feel better, are healthier and live longer? The main reason is that a nap lowers blood pressure by 15 to 20 points and gives the heart a chance to rest, and what is very important with we women, a nap eases nervous tension. So, ladies, if your household duties will permit, arrange to take a brief siesta each afternoon. If you have small children who nap, take your few minutes when they do (they'll probably take a nap more willingly if Mommy does it too.) Even a few minutes of complete relaxation will help you to feel more alert and refreshed. Doctors say it increases efficiency too. You'll probably get up alert and eager to make a good supper for friend husband. That's the time to try a delicious dessert like:



Cherry Cobbler

- 2½ cups of sour pitted cherries
- ¼ cup water
- 1 tablespoon butter or margarine
- 1 cup and 1 tablespoon sugar
- 1 cup and 1 tablespoon sifted flour
- 2 teaspoons baking powder
- ½ teaspoon salt
- 2½ tablespoons shortening
- ⅜ cup milk

First heat together to boiling the cherries, water, butter, or margarine. Mix one cup of sugar and one tablespoon flour. Add to the cherries and heat until it reaches the boiling point. Stir all the while. Turn into a casserole.

Then sift together the remaining cup of flour and the remaining tablespoon sugar, baking powder and salt. Cut in the shortening until mixture resembles coarse cornmeal. Add milk and then drop by spoonful on cherries in casserole. Bake in a hot oven (425°) about 30 minutes. Serve with milk and sugar or hard sauce if desired.

* * *

Kitchen Aids to Beauty

Did you know that there are many items found on your own pantry shelves that can help you to be more glamorous and lovely? If you feel you can't afford expensive beauty aids (or perhaps you've run out of your usual brand) here are a few suggestions:

For a quick facial, beat the white of an egg very stiff. Rub this on your face and neck and leave it until it dries. Then remove with warm water. The result should please you.



Another kitchen facial that even helps remove the wrinkles is made by mixing cornstarch and evaporated milk. Make a soft paste, apply to your face and allow to dry. It will become stiff and hard. Remove with cold water. You'll be amazed how smooth it will make your skin.

Your hair will be glossier if you add the beaten white of an egg to your regular shampoo water.

If you run out of underarm deodorant, try using bicarbonate of soda. This will not stop perspiration, but will stop odor.

* * *

Give a Compliment

I read an article in a magazine the other day in which a man said:

"Some young woman at a dance told my wife I was very handsome, and she told me. Ever since then I have felt healthier, my business has seemed better, my children appear well behaved and my worries are less mountainous."

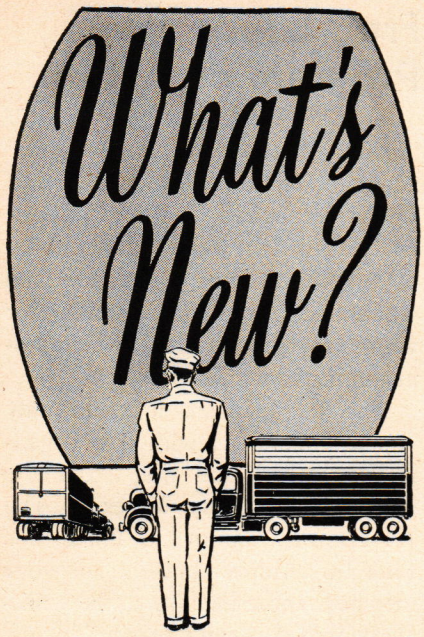
That little sentence contains a golden rule for us all. Everybody likes to receive a compliment and life always looks a little brighter if someone has just said something nice to us.

How about spreading a little sunshine in this sad old world by passing on a friendly compliment whenever we can. It doesn't cost anything and you'll get a big bang out of seeing faces light up at your words. Avoid flattery though—just say what you can say sincerely. It won't be difficult because there's a little that is good or beautiful in the very worst of us.

* * *

Six in One

I had an old linen, envelope-type purse, with a zipper opening along the top. One day while shopping I saw a table of remnants and bought several pieces. I made flat covers that would fit over my old bag and could be washed easily. Now I have a purse for every outfit, only it's the same purse in new clothing. A black linen, white linen, Kelly green pique, brown Indianhead, pink waffle-weave pique and blue chambray, easily-removed covers make me the lady with the best summer pocketbook wardrobe in town. Why not try this, too?

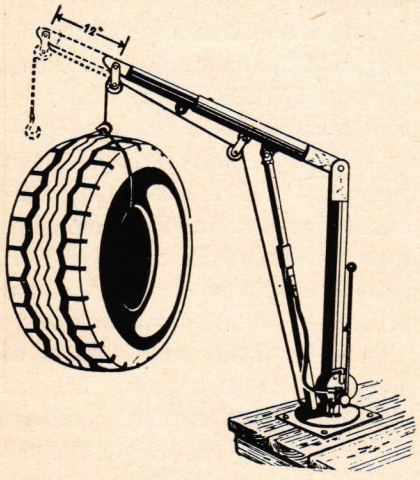


Portable Lift Designed For Fender-Skirted Cars

A crank-operated worm and pinion cable lift recently introduced is designed specifically as a bumper lift on late model cars with low fender skirts, the manufacturer announces.

The portable lift eliminates use of two conventional jacks in removing tires and wheels and can also be used for farm and construction equipment. It also is suitable for other close-in high-lift operations which hydraulic or ratchet-type jacks cannot handle. Lifting height of the unit is 36 inches.

Special Handling Operation Possible with Hoist Unit



Special handling operations reaching over obstructions are made possible by an increase in load movement which is provided by a twelve-inch boom extension on a popular utility hoist.

A new sheave attachment for the unit, which is optional, increases load travel an additional 25 per cent. Lifting is performed by wire cable, secured to a clevis attached to the lower end of a hydraulic cylinder and run through a sheave at the boom end.

For applications which require extra clearance there are special widths of floor frames available.

Aluminum Gas Torch Said Easy to Handle

Greater ease in handling is claimed for a newly-designed gasoline torch of aluminum construction. The lightweight unit has a flared tank design which provides greater fuel capacity.

Mechanical troubles are reduced to a minimum, the manufacturer reports, by a simplified pump which reduces the number of parts from 16 to 8.

A new safety feature incorporated in the torch is a lock ring on the needle valve which cannot screw out, nor can it be forced out by pressure, a feature which prevents flame from shooting out of the back of the torch.

Precision Thread Restorers on Market

A New York state manufacturer is now producing a line of precision thread restorers in four models, ranging in size from a quarter inch to six inches.

The restorers, which do not make use of dies, will replace threads on axles, bolts, spindles, etc.

Motor Flush Agent Said To Aid Engine Performance

Time between overhauls has been increased as much as 40,000 by use of a new motor flush at regular intervals, the maker claims. The flush makes possible dissolving and removal of sludge, lacquer and varnish from internal surfaces of gasoline engines. When poured into the crankcase and circulated through the lubrication system, the non-corrisive solvent and flushing agent is said to clean oil rings, compression rings, valve stems, oil lines and pans.

Collet-Type Puller Will Remove or Insert Studs

A newly-designed tapered, collet-type puller will remove or insert studs with only two or three threads exposed.

When a bolt on top is turned, the slotted tapered collet is drawn up into the housing, compressing and locking it onto the stud.

Collets are keyed to prevent turning inside the housing. The whole assembly becomes a rigid unit which can be turned with a socket, boxocket or open end wrench. Studs pulled can be reset and used again.

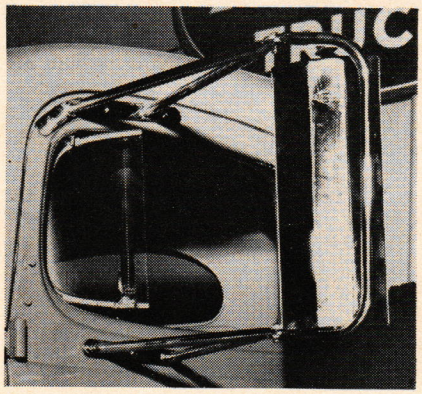
Permits Two-Way 'Private' Conversations

A New York manufacturer has just announced an electronic device which can be attached to two-way radio systems and permits "private" conversations between the dispatcher and any number of units. All units in the group hear the call but the receiver remains dead when the reply is made. Under this new method, it is claimed that driver fatigue is lessened since each would hear fewer calls not intended for him, reducing the number of call backs and repeats.

Reconditioner Cleans, Tunes-up Engines

The manufacturer of a new motor reconditioner and tune-up claims that it will remove gum, carbon, keep spark plugs clean, valves and rings clean, and generally improve motor performance. One pint of the solution, added to the crankcase at each oil change, is recommended.

New Truck Mirror Cuts Blind Spots



"Blind spots" are eliminated by a new rear view truck mirror, according to the designer, who also says his products provides automatic defrosting.

As shown in the illustration, the mirror is mounted on tubular steel brackets and extends beyond the truck body or trailer on either side of the cab. The mirrors may be quickly and easily adjusted by the driver for a better view.

Three protective surfaces preserve glazing on the back of the plate glass mirror. The brackets are made of welded aircraft tubing.

The heating element for defrosting action is mounted under the glass and can be put into action by a two-place switch mounted on the dashboard. The element protects against ice coating and keeps the mirror clear in fog, rain or snow, according to the manufacturer.

The mirror has been tested under severest weather conditions.

Relax WITH US

Faith Without Foundation

"Father," said Jerry, "what's faith?" "It's that quality in a man that makes him believe his best friend will return the money he borrowed," the father replied.

★

Getting A Line

A young lady guest at a hotel called a friend on the telephone. "Mary," she said, "come right over. I have some exciting news, but I can't tell you now. You know hotel operators always listen in." "How dare you make such an accusation," a third voice cut in. "I'll have you know that I'm too busy to interest myself in other people's conversations."

★

Ill-Timed Advice

Mother: "Always remember, Johnny—never put off till tomorrow what you can do today."

Johnny: "Gee, Ma, you mean I don't have to wait till tomorrow to eat my birthday cake?"

★

Clowns Are Made

"Mother," asked Willy while at the circus, "was the clown ever a little boy?" "Oh, yes, certainly, dear," his mother replied. "That's funny," said Willy. "I've never seen one like him."

★

Obstructing Justice

The man had just been pulled over to the curb for speeding. The officer, pad in hand, approached the car.

"OK, you," he snapped, "what's your name?"

"Aloyicious Gloustershire Merkowitzskyvitch," the driver replied.

"Well," the cop said, pocketing his pad, "don't let me catch you again!"

★

Brevity

"Now, I want everyone to write me a short description of the funniest thing you ever saw," the teacher said to her class.

After five minutes she saw that one of her pupils had put down his pencil and had apparently completed his composition.

"Surely you haven't finished already?" she asked.

"Oh, yes, I have, miss," was the answer. "The funniest thing I ever saw was too funny for words."

Intruder?

"I got a serious question to ask you this time, Ma," said Abner, aged five. "If the Lord gives us our daily bread, and Santa Claus brings the presents, and the stork brings the babies—what's the use of having Pa around here?"

★

Wag Meets Wag

Rude Customer: "Do you sell dog biscuits in this horrid little shop?"

Shop assistant: "Yes. Will you eat them here or will I send them 'round to your kennel?"

★

Trouble Coming

Telephone operator: I'm sorry, sir—that number has been taken out.

Trucker on phone: Oh, is that so? Well, can you give me any information as to just who has taken her out?

★

Playing See-Saw

Farmer (to lazy hobo): "Do you see that pile of wood out there?"

Hobo: "Uh-huh."

Farmer: "Well, I want you to saw it."

Hobo: "Mister, you saw me see it, but you won't see me saw it."

★

Hold Each Other?

The driver of a sightseeing carriage was asked how many passengers the vehicle could accommodate. "Well, that depends upon the passengers," he replied. "Generally it holds four, but if they're better acquainted it holds six."

★

Nothing But the Best!

Young Bobby was sent to purchase some plasters for his mother. The pharmacist asked if he wanted the porous plasters. "Of course not," the little lad answered, indignantly, "she wants the bestest."

★

Oh Yeah?

Ned: "Well, I suppose I can be thankful for one thing. I won't have a large doctor's bill after this operation."

Ted: "Ho, you think so! Why so optimistic?"

Ned: "The doctor told me himself that if it was only the stiff fight I put up that saved me. He certainly can't bill me for that."

Free Labor Maps Program of Action

(Continued from page 12)

"invited" a so-called "united front" action. The ICFTU Executive Board on behalf of the Congress charged that the WFTU had chosen to support military aggression and was challenged to "do something for your own members in the Communist-controlled countries."

The ICFTU said it could only "open discussions with free organizations which are not under the tutelage of outside forces." The WFTU was dared "to make this (ICFTU) reply known to your members and especially to the workers behind the Iron Curtain."

On the final day of the session the Executive Board elected Sir Vincent Tewson of Great Britain ICFTU president. He replaces Paul Finet who had resigned to accept a high post in the new Schuman Plan organization.

AFL Delegates Listed

AFL delegates in addition to Chairman Woll were: Harry C. Bates, president, Bricklayers; Robert Byron, president, Sheet Metal Workers; William C. Doherty, president, Letter Carriers; George M. Harrison, president, Railway Clerks; A. Phillip Randolph, president, Sleeping Car Porters; David Dubinsky, president, and Luigi Antonini, vice president, Garment Workers; Anthony C. D'Andrea, president, Chicago Council, Laborers, and Irving Brown, European AFL representative. Alternates included Serafino Romualdi, Latin American AFL representative, and Jay Lovestone, secretary of the AFL Free Trade Union Committee.

Delegates from the Congress of Industrial Organizations included Jacob Potofsky, Arthur Goldberg, Joseph Curran, S. Stettin, Michael Quill, Victor Reuther, Michael Ross, F. Bellanca, Martin Kyne and Boyd Wilson. The United Mine Workers delegation headed by William Mitch also included John Busarello, Walter James and Joseph Kershetsky.

POLIO POINTERS for '51

If Polio Comes

Do



allow children to play with friends they have been with right along. Keep them away from new people, especially in the close daily living of a home.

Do



wash hands carefully before eating and always after using the toilet—especially important when polio is around. Also keep food clean and covered.

Do



watch for signs of sickness, such as headache, fever, sore throat, upset stomach, sore muscles, stiff neck or back, extreme tiredness or nervousness, trouble in breathing or swallowing.

Do



put a sick person to bed at once, away from others, and call the doctor. *Quick action may lessen crippling.*

Do



telephone your local chapter of the National Foundation for Infantile Paralysis, if you need help. Locate through telephone book or health department. No patient need go without care for lack of money. Your chapter will pay what you cannot afford.

Do



remember—at least half of all polio patients get well without any crippling.

Don't



get over-tired by hard play, exercise, work or travel. This means men, women or children.

Don't



get chilled. Don't bathe or swim long in cold water, or sit around in wet clothes.

Don't



have mouth or throat operations during a polio outbreak.

Don't



use another person's towels, dishes, tableware or the like.

Don't



take children to places where there is polio. Ask your health department.

Don't



take your child out of camp or playground, where there is good health supervision.

FIGHT INFANTILE PARALYSIS

TIP FOR TEAMSTERS



...put your money on these horses to Win!

